OMI

**Oregon Micro-Imaging, Inc.**

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

# START

# OF

# ROLL

ROLL

260

**AGENCY NAME:** ODOT

**SERIES TITLE:**
CONSTRUCTION CONTRACTS

**FIRST RECORD ON REEL:**
10,077 (1985)

**REDUCTION RATIO:** 21 X

1985 Rogue Valley Mall Sec, 10,077
Crater Lake & Rogue Valley Hwys. in
Medford. (traffic sig. install.)

09-10-81
C-A 7457 06-04-85

10, 077

April 9, 1987

CON 5 - #10,077

Ohio Casualty Insurance Co.
136 North 3rd Street
Hamilton, OH 45011

On March 20, 1987, we wrote to you concerning release of final payment on Contract No. 10,077 awarded to Pacific Electrical Contractors, Inc., and Sims Electric of Medford (Division of Pacific Electrical Contractors) for traffic signal installation on the Rogue Valley Mall (Medford) Section of the Crater Lake and Rogue Valley Highways in Jackson County.

Final payment on this contract is $1,500 and the total contract amount is $464,591.53, including $830.47 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Pacific Electrical Contractors, Inc.,
and Sims Electric of Medford (Division
of Pacific Electrical Contractors)
P.O. Box 1430
Medford, OR 97501

Ohio Casualty Insurance Company
2525 SW First
Portland, OR 97214

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,077

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10077

**TO:** Commission Services

**DATE:** March 11, 1987

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10077 , On Site Work Substantially Completed September 10, 1986

All Work Completed December 12, 1986

Project Rogue Valley Mall (Medford)

Highway Crater Lake and Rogue Valley

County Jackson

Type of Work Traffic Signal Installation

Contractor Pacific Electric Contracts and Sims Electric

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
MAR 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

letter written
3-20-87
azm

10,077

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

## WI REPORT FOR CONSTRUCTION CTS

| | |
|---|---|
| PROJECT NAME (SECTION) | Rogue Valley Mall (Medford) |
| HIGHWAY | Rogue Valley @ Crater Lake |
| COUNTY | Jackson |
| CONTRACTOR | Sims Elect of Pacific Elect. |
| KIND OF WORK | Traffic Signals |
| WEEK ENDING | Oct. 18, 1986 |
| CONTRACT NO. | 10077 |
| F.A. PROJECT NO. | State |
| DATE OF AWARD | July 10,1985 |
| FIRST NOTIFICATION DATE | Jan. 27,1986 |
| ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND | Sept. 12, 1986 |
| ESTIMATED SEMIFINAL SUBMITTAL DATE | Oct. 14, 1986 |
| AVERAGE FORCE ON PROJECT THIS WEEK | SUPERVISORS: 0 WORKERS: 0 |
| PERCENT CONTRACT WORK COMPLETED | 100 % |

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 561,355.11

ESTIMATED PROJECT COST $ 573,748.83

ESTIMATED PERCENT OVERRUN/UNDERRUN +7 %

ENGINEERING

AUTHORIZATION $ 44,512.74

COST THIS WEEK $ 116.00

TOTAL TO DATE $ 43,561.00

PERCENT OF AUTHORIZATION 98 %

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| All | N/A | 200+54 | 242.5 | 100 | Yes |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | N/A | N/A | N/A | All | N/A | |
| EST. CORRECTED QUANTITIES | | | | | | |
| EST. PERFORMED TO DATE | | | | | | |
| PERCENT PERFORMED TO DATE | | | | 100 | | |

ACTIVITIES THIS WEEK:

Semi-final submitted on 10/14/86.

This will be the last report.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

A Stop work order was in effect from midnight 1/7/86 thru 5/19/86
A Time Extention of 54 days was granted 4/01/86.
A Holiday Stop Work Order was in effect 5/23/86 thru 5/26/86.
A Stopwork Order was in effect 6/11/86 thru 6/15/36.
A Holiday Stop Work Order was in effect 7/03/86 thru 7/06/86 and 7/31/86 until further notice.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Ron Busey - Medford

PROJECT MANAGER (SIGN)

Vern Neiswoger

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,077

**STATE OF OREGON**
Contract Payments 378-6594

**INTEROFFICE MEMO**
CON 5
10077

TO: Memo to Files

DATE: September 26, 1986

FROM: Bruce M Walton
B. M. Walton
Contract Payments Coordinator

SUBJECT: Contract Work Completion

| | |
|---|---|
| Contract | 10077, Work Completed August 16, 1986 |
| Project | Rogue Valley Mall (Medford) |
| Highway | Crater Lake and Rogue Valley |
| County | Jackson |

We are now in the process of assembling the data necessary to make final payment to the contractor. If you have any conditions that would prevent final payment being made we request that they be noted on a copy of this letter and returned to this office.

BMW:mk

cc: J. B. Boyd
Dave Canfield
Don Harwell
Bill Quinn
George Strawn
Don Wackerbarth
Bob Oakes
H. H. Patterson
Jim Gix

CPC/FM1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 29 1986
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___
ck

81-125-1387

10,077

Dick Dorn

**PRICE DEVELOPMENT COMPANY**
SHOPPING CENTERS / INDUSTRIAL AND OFFICE PROPERTIES
35 CENTURY PARK-WAY • SALT LAKE CITY, UTAH 84115 • TELEPHONE (801) 486-3911

July, 22, 1986

MR. JAMES GIX
ODOT
P.O. Box 1128
Roseburg, Oregon 97470

Re: Rogue Valley Mall
I-5 Signage

Dear Jim:

Our company has reviewed the proposal by ODOT for signage along Interstate 5. They have approved payment by utilizing funds remaining in the traffic signal contingency fund.

We have recently authorized ODOT to draw down to a zero balance the funds remaining on the letter of credit and to escrow those funds to make final payment on the traffic signal contract. Mr. Jack Ayres from your office was handling this situation.

The proposal by ODOT included the following:

A. South Bound on I-5
Rogue Valley Mall next Exit. (this will be the North Medford Exit)

B. North Bound on I-5
Rogue Valley Mall Second Exit. (this sign will be South of the South Medford Exit)

C. A sign at the North Medford Exit, North bound will be attempted to be installed if ODOT critera can be met.

D. The cost of relocating various ODOT informational signs will be a part of the costs to be paid by Price Development Company.

E. ODOT estimate is $8500.00.

F. Work needs to be completed prior to the October 15th Grand Opening of the Rogue Valley Mall.

I trust this accurately reflects our understanding and that ODOT will now proceed to finalize their plans so that the signage requested may be installed. If you have any questions please call.

Very Truly Yours

Richard Ryberg
Richard N. Ryberg
Project Manager

RNR/db

Sent 7/25 @ B

CC: Tom Kuhlman
Ron Busey.
Dick Dorn, Program Section
Pete Gonzales, Accounting

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 28 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

ROSEBURG REGION
RECEIVED
JUL 25 1986

| | | | | |
|---|---|---|---|---|
| RE | RGE | RME | RUS | FAS |
| RDS | RTS | ATS | TI | RSR |
| RPR | GEO | RBI | RAS | AA |

A SUBSIDIARY OF PRICE INDUSTRIES CORPORATION

10,077

7-17-86

Jack Ayres called and said he has talked to Price Developmt Corp. & a two month extension would cost as much as the original letter of credit did. They would like us to take the remaining amount from the L. of C. and use it to pay future contr. costs. I talked to Pete Gonzales and he said we can take the money out but he needs a memo with some sort of approval by the Region to withdraw the money (it then becomes Hwy revenue). I called Ayres back and he said he will get the necessary memo out today.

DB

10,077

April 1, 1986

Sims Electric of Medford, Inc.
P.O. Box 1430
Medford, OR 97501

CON 5

Time Extension Request
Rogue Valley Mall Signals
Contract No. 10,077

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 78 calendar days of contract time due to a delay on job start due to a late preconstruction conference, a conflict in certain luminaire poles, conflicts with detector loops, and changes in locations of pole bases.

It does not appear that the State caused an unusual delay in holding the preconstruction conference and this portion of your request is denied.

The State did delay you from ordering certain poles, however you have not provided data to show that this caused completion of the contract within the allotted time. This portion of your request is denied.

The conflicts with the detector loop installation did delay contract completion and a contract time adjustment of an additional 33 calendar days is granted for this reason.

The changes in pole locations did delay contract completion and a contract time adjustment of an additional 21 calendar days is granted for this reason.

A total adjustment of an additional 54 calendar days is granted for the above reasons. The adjusted contract time of completion for this contract is 254 calendar days.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager, Ron Busey.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson    Ron Busey w/att.
Jim Gix w/att.    Bruce Walton

STATE OF OREGON INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: 03-04-86

CE ...... CAE ...... COE ...... OM ...... OE ...... CA ...... CAM ...... EEO ......
RECEIVED
MAR 0 4 1986
CONSTRUCTION SECTION
SPC ...... TC ...... SA ...... CC ...... FE ...... CP ...... PQC ...... QCS ...... FILE ......

SUBJECT: Nestucca River (Cloverdale) Bridge
Woods-Cloverdale Rd., Co. #885
BROS-2900(6)
Contract No. 9832

On May 28, 1985, the contractor submitted through OBEC a request for adjustment of contract time. On August 29, 1985, Gary Gilliam, OBEC Project Manager, notified the contractor (Auburn Construction Company) that their request must be submitted on the proper forms and accompanied with a consent of surety.

Auburn Construction resubmitted their request for a time extension on October 30, 1985. Region was unable to analyze the request because of additional information needed from the contractor, such as specific dates covering the time extension request, and specific number of days requested for each work item affecting the detour bridge removal.

Also, we elected to wait until Price Agreement No. 5 was completed so that we could add the time charged to this corrective work to the time extension request. Price Agreement No. 5 was to rectify a design error on the plans. Since no time constraints were included in the Price Agreement, time was charged to assure the work was performed quickly and in an orderly manner.

The contractor had originally constructed the guardrail at the structure ends according to the plans which were in error. OBEC was then instructed to have the contractor change these items to current ODOT and FHWA standards. I recommend we allow 23 additional calendar days for the corrective work performed under P. A. No. 5 because this work was performed at the direction of OSHD and the FHWA.

Other items not anticipated which affected contract time included:

**Detour Bridge** - Removal and Method
Wednesday, March 19, 1985: Contractor loaded out crane; traveled to job site and assembled and moved crane into position. One day.

3-26-86
W. E. Schwartz -
I concur with Region and recommend a 29 C.D. time extension.
O. B. Jackmond

Contains Recycled Materials

Thursday, March 20, 1985: Disassemble crane from operating condition; haul crane parts to Portland; load boom dollies; load out crane; travel crane to Portland. One day.

The contractor was directed to leave the Bailey Bridge in place 4 months and 11 days past the initial removal date--from November 9, 1984, to March 20, 1985. This affected the contractor's schedule and the scope of the removal work.

2 I recommend we allow 2 additional calendar days for remobilization of cranes to remove the temporary detour structure.

**Bent #6 - Changed Location**
Friday, November 9, 1984: The decision to shift Bent #6 was made on Friday afternoon by an OBEC designer and the piling were restaked Monday morning, November 11, 1984. OBEC concurs with the contractor that this decision delayed the pile driving operations. Therefore, I recommend 1 additional calendar day for this delay. 1

**Pile Extension - Bent #2**
Extra Work Order No. 3 was initiated to splice a 20" concrete piling at Bent No. 2. Two laborers, one carpenter, and one iron worker were needed for a total of 17 hours to perform the work.

Following is an overview of activities performed during the extra work:

> Contractor forming Bent 3 and 4 caps, cutting off piling at Bents 5 and 6, working on foundation preparation for setting false work towers on spans 4, 5 and 6. Contractor began working on Extra Work Order No. 3 after completing Bent 5 and 6 pile cutoffs. Pile driving concluded at Bent 2 and Extra Work Order No. 3 extended the contractor's work in this area.

1 I recommend 1 additional calendar day.

**Pipe Drains and Riprap**
March 8, 1985: Pipe was ordered by subcontractor. Gary Gilliam, OBEC Project Manager, was told material would arrive in one week to 10 days. During the time of this Price Agreement (No. 4), the structure had been poured. Crews began stripping formwork. The contractor (Auburn Construction Co.) was concerned with the grading to open the structure on time. Ocean Lake Sand & Gravel had to

abandon the approach work to install pipe and riprap at
Bents No. 1 and 7. The subcontractor performed the work
in two days. Therefore, I recommend 2 additional
2 calendar days for the work performed under Price
Agreement No. 6.

On the contractor's revised request for the adjustment of contract time dated October 30, 1985, Steve Auer (Auburn Construction Co.) requested an adjustment of contract time of 169 calendar days. Region recommends an adjustment of 29 calendar days. There would remain 53 calendar days of liquidated damages.

Sincerely,

Ken Husby

Kenneth E. Husby
Region Construction Engineer

KEH:JS:jn

0224J4

December 26, 1985

Sims Electric of Medford, Inc.
P. O. Box 1430
Medford, OR 97501

CON 5

Re: Time Extension Request
Rogue Valley Mall Signals
Contract No. 10,077

Your request for additional contract time in which to complete the above project has been reviewed. You have requested an additional 20 days of contract time due to changes made on some of the poles. We are not able to evaluate your request at this time and will therefore defer action on your time extension request until the altered poles arrive at the job site.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:kjm

bc: C. O. Fredrickson
James Gix w/att.
Ken Busey w/att.

TE/246

STATE OF OREGON
Highway Division - Region 3

# INTEROFFICE MEMO

440-3399

DATE: December 13, 1985

TO: C. O. Fredrickson
Construction Engineer

FROM: W. J. Quinn Bill Quinn cjb
Region Construction Engineer

SUBJECT: Time Extension Request
Rogue Valley Mall Signals
Contract No. 10077

From the information that I have received to date, I cannot determine if the construction will be delayed in installing the signal poles before the end of his allotted contract time. We did, in fact, keep the contractor from ordering a number of poles for a 20-day period.

The poles in question have not arrived on the site yet, and there may still be plenty of time for him to complete his work. At the present time, the contractor has 30 poles on the job site, but he is not installing them because he does not have certification.

I will be in a better position to analyze this request when the poles that we asked the contractor to delay in ordering finally arrive on the job site.

wjq:cjb

Attachments mailed 12-16-85

12-24-85

W. E. Schwartz -

I concur with Region and recommend this request be deferred until the actual delay can be determined. About 2 months of contract time remains and we should be able to evaluate before time expires.

O. B. Jackson

RECEIVED
1 [illegible] 1985
CONSTRUCTION SECTION

CE.... CAE ✓
CCE.... OM....
CE ..........
CA.......
CAM ..........
EEO..........
LS...... TC......
[✓ SA.] ... CC......
FE...... CP ......
FOC.. ..........
CCP..........
FILE. ..........

81-125-1367

10,577

**PRICE DEVELOPMENT COMPANY**
SHOPPING CENTERS / INDUSTRIAL AND OFFICE PROPERTIES
35 CENTURY PARK-WAY • SALT LAKE CITY, UTAH 84115 • TELEPHONE (801) 486-3911

October 4, 1985

Mr. James J. Gix
Oregon Department of Transportation
Highway Division
P.O. Box 1128
Roseburg, OR 97470

Re: Rogue Valley Mall
Medford, Oregon

Dear Jim:

It was recently brought to our attention that Item 17a. of the Addendum to Special Provisions of Permit No. 23133 (Permit to Occupy or Perform Operations upon a State Highway), originally issued to Rogue Valley Mall Associates and reassigned to Price Development Company when we purchased the project, has not been fulfilled. In order to meet this obligation, please find enclosed our check in the amount of $15,000 to cover the costs of the State Resident Engineer to monitor and inspect work that Tru-Mix Construction Company, under contract to Price Development Company, will be performing on your roadway system.

If you have any questions regarding the above or the enclosed, please contact me.

Cordially,

PRICE DEVELOPMENT COMPANY

Michael Krugly
Project Director

MK/ahs

Enclosure

cc: John Price
Rex Frazier
Mike Frei
Richard Ryberg
Mary Nielsen
1050-IA-3 (ODOT)

Rec'd 10/11/85 R.S. 15,000.00

ROSEBURG REGION
RECEIVED
OCT 09 1985

| | | | | |
|---|---|---|---|---|
| RE | RCE | RME | RUS | FAS |
| ROS | RTS | ATS | TI | RSA |
| R:E | GEO | RBI | RAS | AA |

**PRICE DEVELOPMENT COMPANY**
35 CENTURY PARK-WAY
SALT LAKE CITY, UTAH 84115

672

№ 10508

SOUTH SALT LAKE OFFICE
VALLEY BANK & TRUST CO.
2510 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84115
97-154/1240

Pay The sum of 15000 dols 00 cts

| | DATE | AMOUNT |
|---|---|---|
| | 10-2-85 | $**15,000.00* |

TO THE ORDER OF
Oregon Department of Transportation
State Highway Division
2960 East State Street
Salem, Oregon 97310

PRICE DEVELOPMENT COMPANY

⑈0010508⑈ ⑆124001545⑆01 837501⑈

SP3000 I C SECURITY PRINTERS, INC.

PAYEE: DETACH THIS STATEMENT BEFORE DEPOSITING.

PRICE DEVELOPMENT COMPANY - Salt Lake City, Utah 84115

| DATE | DESCRIPTION | CODE | GROSS AMOUNT | DISC'T OR DEDUCT. | NET AMOUNT |
|---|---|---|---|---|---|
| 10-2-85 | Payment pursuant to paragraph 17a. or Permit #23133 "Permit to Occupy or Perform Operations upon a State Highway" dated 2-19-85 for "Inspection or Improvements". | 1050-00650 | 15,000.00 | | 15,000. |

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: July 24, 1985

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 27, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 27, 1985 on the following projects:

1. Beaver Creek Road-Bellfountain Road Section
   Decker Road
   Benton County
   A.C. Paving and Oiling

   Overlay of 24-foot roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Oatfield Road at Concord Road Section
   Oatfield Road
   Clackamas County
   Traffic Signal Installation

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

3. Charles Mack Bridge Section
   Jenkins Prairie Road
   Coos County
   Structure

   18-foot roadway on structure and aggregate approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

4. Redmond Reroute Section
Ochoco Highway
Deschutes County
Grading, Paving, Signing, and Signals

12-foot lanes with 6-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 1.

5. Rogue Valley Mall Section
Crater Lake and Rogue Valley Highways in Medford
Jackson County
Traffic Signal

Pedestrian heads will be installed for pedestrian and bicycle traffic.

6. Fremont Highway Bridges
Fremont Highway
Lake County
Grading, Paving and Structures

12-foot lanes with 6-foot shoulders on structures and approaches.

Same as No. 1.

7. Creek Bridges
Mapleton-Junction City Highway
Lane County
Grading, Paving and Culverts

Replacing bridges with culverts. Grading and paving incidental to project.

Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Eugene/Springfield Signal System Project
Various City Streets
Lane County
Signals

Upgrading of system.

Same as No. 7.

9. Beltline Highway at Royal Avenue Intersection in Eugene
Beltline Highway
Lane County
Signing and Traffic Signals

Pedestrian heads will be installed for pedestrian and bicycle traffic.

10. Marshall Slough Bridge Section of Lone Pine Drive
Lone Pine Drive
Lane County
Grading, Paving and Structure

24-foot roadway on structure and approaches.

Same as No. 1.

11. Oregon Coast Highway at E. Devils Lake Road (Lincoln City)
Oregon Coast Highway
Lincoln County
Grading, Paving and Signals

Multi-lane highway with 6-foot shoulder.

Bicycle lanes, pedestrian heads available for bicycle and pedestrian traffic.

12. Hayesville Interchange (Salem)
Pacific Highway
Marion County
Grading and Paving

Guardrail and drainage project.

Same as No. 7.

13. Umatilla/Stanfield Highway-S.E. 8th Street (Hermiston)
East Highland Avenue
Umatilla County
Grading and Paving

12-foot lanes with 10-foot shoulders and 8-foot sidewalks available for bicycle and pedestrian traffic.

14. Minan-Spring Creek Section
Wallowa Lake Highway
Wallowa County
Grading and Paving

12-foot lanes with 4-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 1.

15. Tualatin River Overflow Bridge
Fern Hill Road (Forest Grove)
Washington County
Grading and Paving

Replacing bridges with culverts, grading and paving incidental to project.

Same as No. 7.

16. Wildhorse Creek (Gentry) Bridge
FAS B583 (Weston Road)
Umatilla County
Grading, Paving and Structure

Replacing bridge with culvert; grading and paving incidental to project.

Same as No. 7.

HSC:BCE:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

June 28, 1985

PRO

Michael Krugly
Project Director
Price Development Company
35 Century Park Way
Salt Lake City, UT 84115

Dear Mr. Krugly:

On June 27, 1985 we received a satisfactory bid from Pacific Electrical Contractors, Inc., and Sims Electric of Medford, P.O. Box 1430, Medford, OR 97501, for the Rogue Valley Mall traffic signal project in Medford.

As described in our Agreement No. 7457, the company should now submit an advance deposit for construction so that we may award the contract:

| | | |
|---|---|---|
| Contractor's Bid | | $444,586.00 |
| Anticipated Additional Items: | | |
| State Furnished PROM & Program | $ 1,000 | |
| Signal Controller Testing & Turn On | 10,000 | |
| Other Signal Equipment | 30,000 | |
| Controller Modifications | 7,000 | |
| Power Supply (PP&L) | 2,000 | 50,000.00 |
| SUBTOTAL | | $494,586.00 |
| Contingencies (4-1/2%) | | 22,256.37 |
| Engineering (9%) | | 44,512.74 |
| TOTAL COST | | $561,355.11 |
| Initial Deposit for Purchase of Controllers | | -77,675.00 |
| Cost of Purchase 4 Controllers and Testing | | +67,528.67 |
| Advance Deposit for Preliminary Engineering | | -59,000.00 |
| State Charges for Preliminary Engineering (Est.) | | +70,291.33 |
| | | $562,500.11 |
| Irrevocable Letter of Credit Received 5/24/85 | | 460,200.00 |
| ADDITIONAL ADVANCE DEPOSIT | | $102,300.11 |

Irrev. Letter of Credit for
$562,500 received
7-9-85

We will award the contract when we receive your advance deposit. This may be done by sending us an irrevocable letter of credit for $102,300.00 with an expiration date of July 31, 1986 and changing the expiration dated from December 15, 1985 to July 31, 1986 on the letter of credit for $460,200.00 which you sent us in May, or by cancelling that letter of credit and sending us one for $562,500.00 with an expiration date of July 31, 1986. Make your letter of credit payable to the Oregon State Highway Division and send it to Highway Division Accounting Section, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:me
bc: w/AD #85-74 James Gix
Jack Ayres, Region 3
Vern Skoog - Please return completed AD #85-74 when advance deposit is received.

gave copy of this letter to Prime Development Co. stating we were exchanging new letter of Credit for $562,500 for the old one for $460,200 and signing this.

June 4, 1985

Price Development Company
35 Century Park Way
Salt Lake City, UT 84115

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 745

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for traffic signal installation at the Rogue Valley Mall in connection with the Medford Traffic Signal Project (City-Wide).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

**PRICE DEVELOPMENT COMPANY**
SHOPPING CENTERS / INDUSTRIAL AND OFFICE PROPERTIES
35 CENTURY PARK-WAY • SALT LAKE CITY, UTAH 84115 • TELEPHONE (801) 486-3911

June 3, 1985

Mr. Gary Potter
Program Section Manager
Oregon Department of Transportation
Salem, OR 97301

re: Rogue Valley Mall
Medford, Oregon

Dear Mr. Potter:

On November 7, 1984, I forwarded executed copies of the very abbreviated Miscellaneous Contracts and Agreements, Number 7457 (revised) for the proposed traffic signal installation on the above referenced project to Mr. Jack Ayres of your department. My cover letter to Mr. Ayres indicated four (4) additional items we felt were necessary for the performance of this work. This letter shall rescind those four items.

If you have any questions regarding the above, please contact me.

Cordially,

PRICE DEVELOPMENT COMPANY

Michael Krugly
Project Director

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 3 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MK/ahs

cc: John Price
Rex Frazier
Mike Frei
Phil Roberts
Richard Ryberg
Jim Gix, Oregon Dept. of Transportation
1050-IA-3(ODOT)

√Schwartz
cc: JACK SOLLIS
Trout
Wekerlig

this to file

PROGRAM SECTION
MANAGER GP RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 3 1985 ←→ 11:30AM
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ✓

FEDERAL EXPRESS

ZAPMAIL

6/3/85 119 110 467 210273066

**FROM**

Mike Kreuely 801 486 3911
Price Development
35 Century Park-way
SLC Utah 84115

☐ Tax exempt

**TO**

GARY Potter 503 378 8486
Ore. Dept. of Transportation
309 Transportation Building
2 SAlem Oregon 97301

Dispatch # SLCA63 210273066 Machine #

3

**TRANSMISSION** Recipients 1 Copies 1

4 ☐ Hold for pickup
☐ Saturday service ☐ Other:

**BILL TO** **FEC acct.** ☒ Sender's ☐ Recipient's acct. #
☐ Third party's acct. #

5 **Credit card** ☐ Amex ☐ MasterCard ☐ VISA ☐ Other:
Card # Exp.
☐ **Cash**

| # pages | Page size | Value | Currency: |
|---|---|---|---|
| 1 | 8½ x 11 | $ X | |

6

**HANDLING OF ORIGINAL** ☒ **Hold for sender**
☐ Return to sender ☐ Deliver to other party

GAry Potter 503 378 8486
Ore Dept. of Transportation
309 Transportation Building
7 SAlem Oregon 97301

☐ Hold for pickup
☐ Saturday service ☐ Other:

**FEDERAL EXPRESS USE ONLY**

☐ Drop off at Service Center/Station
Is original with this form? ☐ Yes ☐ No
Dispatch # 063
Employee # 37121
Time 1145 Date 6-3-85
Remarks

Basic charge
State/local taxes
Federal taxes/duties
Forwarded original charge
Other charges
Valuation charge
Total charge
Cash received at ☐ origin ☐ destination
Employee #
Country codes
Origin Destination

☐ Address correction
Street
City State Zip
Employee # Date

☐ Original returned at FEC location
Time Date
Delivery courier #
Received by

☐ **International**

Part #2041738801 Printed in U.S.A. Rev. 3/84 SRC

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SCANNED AT 11:56 ON 06/03/85
FROM MPN         8014862359

RECIPIENT COPY
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PRINTED AT 10:56 ON 06/03/85
TO MPN         5035812882
001 PAGES PRINTED
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10,077

May 24, '85

ROGUE VALLEY MALL (Medford) SIGNALS

Irrevocable letter of credit for $460,200 was taken to Pete Gonzalez. He would not accept it because it had an expiration date of Dec. 15, 1985 and he had to have an expiration date for 3 months after the completion date of the contract. At this time the job is on the June 27, 1985 letting schedule, ($500,000/$700,000) and with 200 calendar days would ~~mean~~ completion approx. March 1, 1986 and would make the expiration date approx June 1, 1986.

Multiple
Partial on letter
Don't.

~~Pete there should be a statement saying that up to 10% of the funds could be drawn immediately and thereafter monthly draws could be made. ([illegible] him for exact wording)~~

The negotiations between Price Industries and the Highway Division have been conducted by Jim Gix in Region 3 so any revisions necessary should go through him.

The letter of credit was given to Benny Vergara to keep in the safe over the weekend.

Talked to Sollis/Gonzalez 4:30 pm 5/30
See attached.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

April 17, 1985

Mr. Michael Krugly, Proj. Director
Price Development Co.
35 Century Park-Way
Salt Lake City, Utah 84115

In Reply Refer to
File No.: PRO

Dear Mr. Krugly:

This letter will confirm our telephone conversation of this date and clarify Jack Ayres' letter of March 27, 1985.

Before the State Highway Division can proceed with the contracting for the traffic signal installation associated with the development of the Rogue Valley Mall, we will need the following:

1. The fully executed original copy of the agreement which was forwarded to you November 7, 1984, without addendums or qualifications, or a statement that you would be prepared to live by the terms of the original agreement written for the previous owners of the mall development.

2. A check in the amount of $460,200 or irrevocable letter of credit in the same amount. Said amount is 65% of the confidential estimate provided by the Traffic Engineering Division for the current contract, as we are prepared to advertise. This confidential estimate does include allowances for inflation in electrical contract cost since the original contract was advertised in 1982.

It also includes additional signal work to be done at the Big Y intersection of the Crater Lake and Rogue Valley Highways. This intersection was revised to include provision for two additional traffic signal indications so that provision would be available for pedestrian movement across the intersection. One of the additional signal indications was to control the inbound traffic movement from the Rogue Valley Highway to reduce accident potential from an undesirable weave movement.

Form 734-1829

The original contract did not contain illumination as part of the signal installation. This contract does provide illumination where it is appropriate to be added to the signal standards. In addition, two of the signal installations were converted from strain pole installation to mast arm installation. There are also several additions in terms of conduit required to properly intertie the signal to the Medford traffic signal system.

All of these items were covered in our review of these signal plans with you in February.

The current plans and estimate are within the scope of the project which was agreed to by the City of Medford, Price Development and the State Highway Division. We, of course, will alter the monetary requirement based on the final bids and any credits or residue left from your credits on preliminary engineering.

In order to place this signal under contract at the May 23 letting, we must have this information in my office no later than April 23, 1985.

Cordially,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX, P.E.
Region Engineer

jjg/cw

cc Gary Potter
Ed Marges ✓
Robert Kortt
Ron Busey

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 19 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,577

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Mr. Michael Krugly, Proj. Director
Price Development Company
35 Century Park-Way
Salt Lake City, Utah 84115

March 27, 1985

In Reply Refer to
File No.:
PRO

Dear Mr. Krugly:

I am returning a copy of your letter dated November 7, 1984, in which stipulations were set forth concerning Miscellaneous Contracts and Agreements No. 7457 for the proposed traffic signal installation associated with the development of Rogue Valley Mall.

Our legal section indicates that the agreement may not be modified by this type of letter addendum. The agreement will have to be accepted as it is currently worded or a new agreement will have to be written covering the stipulations in this attached letter.

Please indicated your decision on this matter as time is getting short. If you decide that these four items are required in a new agreement, I will have one prepared and sent to you as quickly as possible. Please respond as to your wishes.

Cordially,

[illegible] SIGNED BY JACK AYRES

JACK AYRES
Region Federal Aid Specialist

ja/ba

Attach.

cc: E. Marges
R. Busey

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 28 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Form 734-1829

**PRICE DEVELOPMENT COMPANY**
SHOPPING CENTERS / INDUSTRIAL AND OFFICE PROPERTIES
35 CENTURY PARK-WAY • SALT LAKE CITY, UTAH 84115 • TELEPHONE (801) 486-3911

November 7, 1984

Mr. Jack Ayres
Regional Federal Aid Specialist
Oregon Department of Transportation
Highway Division - Region 3
P. O. Box 1128
Roseburg, OR 97470

Re: Rogue Valley Mall
Medford, OR

Dear Mr. Ayres:

Please find enclosed three (3) executed copies of the very abbreviated Miscellaneous Contracts and Agreements, Number 7457 (revised) for the proposed traffic signal installation associated with the development of Rogue Valley Mall.

This abbreviated document has been executed with our understanding of the following:

1. The Scope of Work is not to exceed that delineated under "State Obligations" defined in the Miscellaneous Contracts and Agreements, Number 7457 (also known as the Cooperative Improvement Agreement, Preliminary Engineering and Construction Finance) signed by the State of Department of Transportation on September 4, 1981.

2. A reproducable set of plans and specifications will be forwarded to Price Development Company for review and review by the major department store tenants that will be a part of Rogue Valley Mall.

3. The receipt of a satisfactory bid adjusted accordingly for inflationary increases in the costs of labor and material reasonably in line with the low bid last received for this project, dated July 1, 1982.

4. That time is of the essence for this work and that all work shall be completed prior to the September/October 1986 Grand Opening of Rogue Valley Mall.

A SUBSIDIARY OF PRICE INDUSTRIES CORPORATION

Please provide this office with one (1) fully executed copy of this Agreement for our files.

Cordially,

PRICE DEVELOPMENT COMPANY

Michael Krugly
Project Director

Enclosures

MK/jr

cc: John Price
Rex Frazier
Mike Frei w/encl.
Phil Roberts w/encl.
Rich Ryberg w/encl.
James Gix
Robert Kortt
1050-IA-3 (O.)

**PALLER-ROBERTS ENGINEERING, INC.**
CONSULTING CIVIL ENGINEERS
5701 SLAUSON AVENUE, SUITE 208, CULVER CITY, CALIFORNIA 90230
PHONE (213) 641-1853

RECEIVED
JAN 16 1985
ROAD DESIGN SECTION

RDE Don
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CON [illegible]
[illegible]

cy W. Hart 1-21 BM

MEMORANDUM OF CONFERENCE

[illegible]

TO: Mike Krugly

FROM: Phil Roberts PR

DATE: January 11, 1985

PROJECT: Rogue Valley Mall
Medford, OR

---

On January 10, 1985 a meeting was held at the Price Development offices in Medford with the following in attendance:

ROSEBURG REGION
RECEIVED
JAN 14 1985

| | | | | |
|---|---|---|---|---|
| FS | RCE | RME | RUS | FAS |
| RDS | RTS | ATS | TI | RSR |
| RLE | GEO | RBI | RAS | AA |

Jim Gix - Oregon Dept. of Transportation
Bill Maude - " " "
Mike Anhorn- " " "
George Thornton " "
Bob Aldrich Another representative of "
Bob Kortt - City of Medford
Terry Bybee - Price Development
Rich Ryberg - " "
Mike Krugly - " "
Phil Roberts- Paller-Roberts Engineering

The purpose of the meeting was to discuss the offsite improvement plans and the traffic signal plans. The following is a brief outline of the discussions:

1. Various comments and/or revisions as requested by ODOT were reviewed. The corrections requested will be incorporated into the documents along with those of the City. ✓

2. The corrections to the offsite plans can be completed within the next couple of weeks and will be resubmitted to the City and State for approval. ODOT will take approximately two (2) weeks to review the resubmittal. ✓

3. The traffic signal work is scheduled to be issued for bidding some time in March. EARLIEST! ✓

4. Street lighting has not been incorporated into the traffic signal documents except where existing lights are being replaced. It appears that provisions have been made to accommodate lighting in the future on most of the proposed signal poles. It was decided that ODOT would add lighting to the proposed signal poles and that we would be responsible for the street lighting between intersections adjacent to subject site. This will be coordinated with the ODOT work. In addition,

cc: Duane Christensen ✓
WH Zirbles.
Sent 1-15-85
R.

RECEIVED
JAN 21 1985
LOCATION SECTION

Bob Kortt will review the signal plans and recommend which of the signal poles at the intersections should have street lights.

5. Street lighting between intersections shall be on 40 foot standards (Type 2) spaced approximately 220'- 240' on centers.

6. One (1) set of traffic signal plans was given to Bob Kortt for his review. One (1) set of prints was requested to be sent to Paller-Roberts and one (1) set of sepias to Price Development for review.

7. The City is anticipating going out to bid on the proposed improvements to McAndrews west of Court Street, including the over-pass over the existing railroad tracks, this spring.

8. The traffic signal construction will be delayed by approximately six (6) months due to the lead time required for the signal poles and some controller-related equipment.

9. It was noted that there is existing landscaping and irrigation facilities at the on and off-ramps to southbound I-15 which will require replacement due to the proposed improvements. ✓

If you have any questions or wish to correct any of the above statements, please advise.

cc: Those in attendance
Dave Hoffman

CON 2.1-1
Medford
SP

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

TRA 7-6

Cont
Con 2.
Medford
SP

August ~~7~~ 9, 1984

Michael Krugley
Project Director
Price Development Company
35 Century Park Way
Salt Lake City, Utah 84115

NOTED
H.S. COULTER

The implementation of highway improvements for the Rogue Valley Mall will be handled by our Region 3 Engineer Jim Gix, the person responsible for the operations of the Highway Division in the southwestern part of Oregon. By copy of this letter, I am asking Mr. Gix to contact you and expedite any necessary agreements to move the work forward. He will also see that the scheduling of our work will be compatible with your completion date.

Mr. Gix's address is P. O. Box 1128, Roseburg, OR 97470; telephone (503) 440-3399.

Should you need further assistance, please feel free to contact Mr. Gix or this office.

H. S. Coulter
State Highway Engineer

cc: James Gix

bc: E. S. Hunter
L.E. George
Jack Sollis
Gary Potter
George Thornton
Bill Maude

BET:dc srm

CC Boyd
CC Gix & Thorton
I have advised
Geo Thorton no permits
work etc until Texaco
documents are complete for
Access
JB 8/9/84

RECEIVED
STATE HWY ENGR
AUG 8 '84
REFER TO Gix
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

copy to all
other bc's
as well
8-9-84

Form 734-3123

**PRICE DEVELOPMENT COMPANY**
SHOPPING CENT INDUSTRIAL AND OFFICE PROPERTIES
35 CENTURY PARK-WAY • SALT LAKE CITY, UTAH 84115 • TELEPHONE (801) 486-3911

July 19, 1984

RECEIVED
STATE HWY ENGR
JUL 23 '84
REFER TO Hunter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  | X |  |  |  |  |

Mr. H. Coulter
State Highway Engineer
Transportation Building
Salem, OR 97310

RE: Roque Valley Mall
Medfor, Oregon

Dear Mr. Coulter;

Price Development Company recently acquired all interest in the Roque Valley Mall project. Included in that acquisition is a Cooperative Improvement Agreement-Preliminary Construction Finance (Miscellaneous Contracts and Agreements #7457 as revised 6/21/81) between the State of Oregon (by and through its Department of Transportation Highway Department), City of Medford, and Dixon, Ames and Plumey.

The aforementioned Agreement allows for the construction of certain roadway improvements; installation of a linear street lighting system and installation of traffic control signal equipment at various intersections on the Roque Valley Highway, State Primary Highway #63, the Crater Lake Highway, State Primary Highway #22, the Pacific Highway, State Primary Highway #1, McAndrews Road, and Biddle Road.

Price Development Company is ready to move forward and fund this work as called for in the Agreement as soon as possible. We are attempting to open Roque Valley Mall late in the Summer of 1986 and would appreciate your cooperation with the aforementioned. It is my understanding that all design work has been completed and with the exception of several minor changes, this work could go out for bid in a short period of time. I would appreciate your looking into this matter and informing me of a potential schedule. I would also like to know if there is anything that you need from us at this point prior to going to bid.

Your cooperation in resurrecting this project would be most appreciated.

Cordially,

PRICE DEVELOPMENT COMPANY

Michael Krugly
Project Director

cc: John Price
Rex Frazier
Mike Frei
Carl Olson
Phil Roberts
Robert Kortt
Bill Maude
1050-I-B3

OCN 21-19
Medford
Sp.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

December 28, 1984

Phillip Roberts
Paller-Roberts Engineering, Inc.
5701 Slauson Avenue, Suite 208
Culver City CA 90230

In Reply Refer to
File No.:

Copy [illegible]
Medford

Re: Rogue Valley Mall
Off-Site Improvements

Dear Mr. Roberts:

Herewith one copy of marked-up plans for off-site improvements at the Rogue Valley Mall. The changes are primarily associated with widening of the freeway on and off ramps and the retention of the 2-lane width on the Rogue Valley Highway connection.

We do have some concern with the lack of provision for drainage at several locations particularly at the Big Y. Any curb sections should have suitable storm drainage provided.

We also noted that additional base is needed on the highway sections to conform to the existing construction done in the mid-60's.

One copy of the noted drawings will be presented to Price Associates at a meeting in Medford on January 10. At that time, I should have a copy of the preliminary plans for the signal improvements available. It would be extremely useful if we could have a complete copy of your project specifications available at that time.

Cordially,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX, P E.
Region Engineer

jjg/cw
Encl.

cc Richard Ryberg
Duane Christensen ✓
Bill Zirbes
Bill Cranford
George Thornton

Versteeg
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Form 734-1829

Highway Division PRO

Jack Ayres
Federal Aid Specialist

December 4, 1984

Ed Marges
Program Section

Price Development Co.
Medford Traffic Signal Project

I discussed the agreement and the Price Development Company letter with Jack Sollis. He had one work - no.

Price will either have to accept the agreement as is, or we will start from scratch, and start again. They can propose new language if they like, and you can renegotiate the specific agreement elements if you like. But, the existing agreement language cannot be legally altered by an accompanying letter.

EDM:bkb

Called J Ayers
3/27/85
agreed we do something
to start the ball rolling.
E

10,077

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
CONTRACT ACCOUNTING 378-6232

In Reply Refer to
File No.: CON

October 9, 1984

Price Development Company
35 Century Park-Way
Salt Lake City, Utah 84115

Attn: Michael C. Frei

Re: Rogue Valley Mall

The copy of the Assignment and Bill of Sale concerning the Rogue Valley Mall properties has been examined by our Legal Counsel, Jack Sollis, and found to be acceptable.

The four Controllers with cabinets and two rolls on inter-connect wire purchased for the Rogue Valley Mall traffic signals are currently being stored at the Salem Signal Shop.

The cash advance deposits submitted by Ernest W. Hahn for the Rogue Valley Mall signal project were used as follows:

| | | |
|---|---|---|
| Initial Deposit for purchase of Controllers | | $77,675.00 |
| Less: Costs for Bid item #8 Cont. 9340 | $63,512.00 | |
| Testing of 4 Controllers | 4,016.67 | 67,528.67 |
| | | $10,146.33 |
| Advance deposit for preliminary engineering: | | $59,000.00 |
| Less: State costs charged for Preliminary Engineering and design | | 48,778.92 |
| | | $10,221.08 |

Currently you have $20,367.41 available in the Advance deposit funds which may be applied to this signal project. Please check with James Gix to determine if this advance deposit is sufficient or whether additional monies will be needed for them to proceed with the signal project.

Rosalyn Wickham
Staff Accountant

RW:cw

cc: James Gix/att.

bc: L.E. George/att.
D. Harwell/att.
W. Cranford/att. ✓

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 10 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Form 734-3122

Jp

**PRICE DEVELOPMENT COMPANY**

SHOPPING CENTERS / INDUSTRIAL AND OFFICE PROPERTIES

35 CENTURY PARK-WAY • SALT LAKE CITY, UTAH 84115 • TELEPHONE (801) 486-3911

September 28, 1984

Vernon Skoog
Oregon Department
  of Transportation
Salem, Oregon, 97310

Re: Rogue Valley Mall

Dear Mr. Skoog:

At the request of Jim Gixc, we are enclosing a copy of the Bill of Sale from the prior developer of the above captioned mall to Price Development Company. As you will note from the enclosure, we have received an assignment of that certain Cooperation Improvement Agreement with the State of Oregon concerning traffic signals adjacent to such mall.

If you need anything further, please advise. We are most anxious to cause the traffic engineering work to be completed within the next two weeks.

Very truly yours,

PRICE DEVELOPMENT COMPANY

Michael C. Frei (KMV)

Michael C. Frei
General COunsel

RECEIVED
OCT 4 1984
CONTRACT ACCOUNTING

MCF:kmv

cc: Jim Gixc (w/enclosure)
    Mike Krugly (w/enclosure)

Rose
Review file and tell
me where we stand
with the new agreement
F

RECEIVED
OCT 03 1984
HIGHWAY ACCOUNTING

NOTED F.R. GRIFFIN

A SUBSIDIARY OF PRICE INDUSTRIES CORPORATION

# ASSIGNMENT, BILL OF SALE AND ASSUMPTION OF CONTRACTS AND OTHER PROPERTY INTERESTS

THIS ASSIGNMENT, BILL OF SALE AND ASSUMPTION OF CONTRACTS AND OTHER PROPERTY INTERESTS (the "Assignment") is made and entered into as of May 31, 1984, 1984, by and between PRICE DEVELOPMENT COMPANY, a Utah corporation ("Assignee") and ROGUE VALLEY MALL ASSOCIATES, an Oregon general partnership ("Rogue Associates") and ERNEST W. HAHN, INC., a California corporation ("Hahn"). Rogue Associates and Hahn are together referred to herein as "Assignor." This Assignment is made with reference to the following facts:

A. Assignee, as Buyer, and Hahn as Seller, have heretofore entered into that certain Purchase Agreement and Escrow Instructions (the "Purchase Agreement") dated as of May 21, 1984, pursuant to which Hahn has agreed to sell to Assignee, and Assignee has agreed to purchase from Hahn, any right, title and interest of Assignor in and to certain tangible and intangible personal property, including certain permits, approvals, reports, plans, specifications, maps, contractual rights, and other personal property, all as is more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference (collectively, the "Property Interests").

B. Assignor and Assignee desire to evidence the assignment of such Property Interests by this instrument.

NOW, THEREFORE, in consideration of the foregoing recitals and of the mutual agreements set forth herein, the parties hereto agree as follows:

1. Assignor hereby assigns to Assignee all of Assignor's right, title and interest, if any, in and to the Property Interests.

2. Except for such warranties as are expressly set forth in the Purchase Agreement and in Paragraph 4 below, (i) Assignee hereby acknowledges that Assignor has made no statements, representations or warranties respecting Assignor's right, title and interest, if any, in and to the Property Interests, or the right or power of Assignor to assign same, and (ii) any assignment made pursuant to this Agreement shall be made only to the extent that the Assignor has any rights to

APPROVED
JW
of Counsel
Department of Transportation

such Property Interests and only to the extent such Property Interests are assignable without further action by Assignor.

3. Effective as of the close of escrow described in the Purchase Agreement (the "Effective Date"), Assignee hereby accepts the foregoing assignment and agrees to assume each and all of Rogue Associates', and Hahn's respective obligations arising or accruing under the Property Interests on or after the Effective Date, and to perform all of the terms, conditions and covenants on the part of Rogue Associates, or Hahn to be performed with respect to the Property Interests on or after the Effective Date. Assignee agrees to indemnify, defend and hold harmless Assignor from and against any loss, cost, claim, damage or liability, including attorneys' fees (including costs and fees of appeal), arising from or relating to any failure by Assignee to perform each of the obligations assumed hereby.

4. Rogue Associates and Hahn each warrants and represents that each has paid all sums required to be paid by it under the contracts and agreements in which such party has an interest for work performed prior to the Effective Date. The warranties and representations of each assigning party are made individually, and only with respect to those obligations required to be performed by such assigning party pursuant to the contracts and agreements in which such assigning party has an interest.

5. In the event Assignee seeks to enforce its rights or privileges against any other person or entity (including any governmental entity) with respect to any contracts, permits, approvals, warranties or guarantees described in Exhibit "A" attached hereto, then Assignor shall reasonably cooperate with Assignee in its enforcement of such rights and privileges including, if reasonably necessary, joining Assignee in such enforcement action, or permitting Assignee, by subsequent written authorization, to commence such action in Assignor's name; provided Assignor shall incur no cost or expense in connection therewith or suffer any liability thereby.

6. The obligations of the parties hereto, and the assignment, transfer and assumption provided for herein shall be subject to, and shall not be effective until the close of the escrow contemplated in the Purchase Agreement.

7. This Assignment may be executed in one or more counterparts, each of which when executed and delivered shall be deemed an original but all of which together shall constitute one and the same instrument.

8. This Assignment shall be construed and enforced in accordance with the laws of the State of Oregon.

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first set forth above.

ASSIGNOR:

ROGUE VALLEY MALL ASSOCIATES, an Oregon general partnership

By: ERNEST W. HAHN, INC.,
its General Partner

By: ______________________
Its: Vice President

By: ______________________
Its: Treasurer

ERNEST W. HAHN, INC., a
California corporation

By: ______________________
Its: Vice President

By: ______________________
Its: Treasurer

ASSIGNEE:

PRICE DEVELOPMENT COMPANY, a
Utah corporation

By: ______________________
Its: Ex. V.P.

# DESCRIPTION OF PROPERTY INTERESTS

Any and all right, title and interest, if any, of Rogue Associates or Ernest W. Hahn, Inc. in and to the following:

A. PERMITS, CONTRACTS AND GUARANTEES

1. Indirect Source Construction Permit No. 15-7926 issued by the Department of Environment Quality.

2. Agreement For Right-Of-Way Acquisition, between the City of Medford and Northwest Commercial, Inc. dated February 10, 1981; and Assumption Agreement executed by Dixon, Ames and Plumley ("DAP") dated November 9, 1981.

3. Subdivision Agreement, between DAP and the City of Medford dated November 5, 1981.

4. Application And Permit to Occupy or Perform Operations on a State Highway, Permit No. 23133.

5. Application and Permit to Construct Approach Road, Approach Permit No. 275738 and No. 27574.

6. Cooperative Improvement Agreement Preliminary Engineering and Construction Finance, between the State of Oregon, the City of Medford and DAP, executed on September 4, 1981, August 6, 1981 and August 17, 1981, respectively.

7. Letter Agreement - Medford Traffic Signal Project, between the State of Oregon, the City of Medford and Rogue Associates, executed by the State of Oregon on February 11, 1981.

8. Easement Agreement dated July 17, 1981 between DAP and Rogue River Valley Irrigation District.

9. Contract for Temporary Electric Service, between Pacific Power and Light Company and Rogue Associates, dated December 3, 1981.

EXHIBIT "A" TO ASSIGNMENT, BILL OF SALE AND ASSUMPTION
OF CONTRACTS AND OTHER PROPERTY INTERESTS

10. Agreement, between Rogue Associates and Pacific Power and Light Company, undated.

11. Agreement for Right-of-Way Acquisition, between Northwest Commercial, Inc. and the City of Medford, dated February 5, 1981.

12. Construction and Exchange Agreement between Ernest W. Hahn, Inc. and Texaco, Inc., dated May 29, 1984.

13. Any and all guarantees, warranties and agreements from any architects, engineers, contractors, subcontractrs, manufacturers, vendors and suppliers of goods or services regarding their performance, quality of workmanship and quality of goods or services supplied in connection with the ownership or development of the Rogue Valley Mall site.

14. Any and all use, occupancy, building, environmental or operating permits, and all other permits, certificates and approvals obtained in connection with the ownership or development of the Rogue Valley Mall site.

15. Any rights to utilize the name "Rogue Valley Mall" and to utilize tradenames, service marks, and similar design identification marks in connection with the ownership or development of the Rogue Valley Mall site.

16. Any fence rental agreement and HVAC maintenance agreement.

17. Lease Assignment Agreement dated as of May 14, 1984 between Ed's Associated Tire Centers, Inc., Edward D. Miller, Janet N. Miller, and Ernest W. Hahn, Inc. Assignor shall continue to be responsible for the payment of any lease acquisition or termination fee provided for in this agreement.

B. PLANS, SPECIFICATIONS AND REPORTS.

Any and all plans, specifications, reports, studies and maps prepared in connection with the ownership or development of the Rogue Valley Mall site.

C. TANGIBLE PERSONAL PROPERTY.

1. The following described air conditioning equipment:

| MODEL | SERIAL # |
|---|---|
| 50DF 634 - 611 EH | Z197931 |
| 50DF 034 - 611 EH | Z197932 |

| MODEL | SERIAL # |
|---|---|
| 50DF 034 - 611 EH | Z197930 |
| 50DF 028 - 611 EH | Z190680 |
| 50DF 028 - 611 MA | Z190662 |
| 50DF 034 - 611 EH | Z197929 |
| 50DF 054 - 611 MA | Y197753 |
| 50DF 054 - 611 MA | Y197754 |
| 50DF 054 - 611 MA | Y197755 |
| 50DF 054 - 611 MA | Y197756 |
| 50DF 054 - 611 MA | Y197757 |
| 50DF 044 - 611 MA | Z198007 |
| 50DF 044 - 611 MA | Z198006 |
| 50DF 044 - 611 MA | Z198008 |
| 50DF 044 - 611 MA | Z198010 |
| 50DF 054 - 611 MA | Y197752 |
| 50DF 054 - 611 MA | Y197751 |
| 50DF 054 - 611 MA | Y197750 |
| 50DF 028 - 611 EH | Z190679 |

2. Any other machinery, equipment or tangible personal property owned by Rogue Associates or Ernest W. Hahn, Inc. which is of such character that it can be used only in connection with the development of the Rogue Valley Mall site or the operation of such Mall upon completion of construction.

3. All interest of Rogue Associates or Ernest W. Hahn, Inc. if any, in traffic signal controllers to be used in connection with the Rogue Valley Mall Site. No representation is made by Rogue Associates or Ernest W. Hahn, Inc. that such parties have any interest in said traffic controllers or that any amounts have been paid for the purchase of same.

wtg/cb
6/15/84

10,571-

N 51-10
Medford
[illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H. S. Coulter
State Highway Engineer

DATE: February 14, 1984

FROM: David Battee DB
Statistics Analyst

SUBJECT: Rogue Valley Mall (Medford) Traffic Signal Contract
Contract No. 9514

The contract was let July 1, 1982 and was subject to an $423,790 deposit by the developer in order for the contract to be awarded. The deposit has not been made, and Sims Electric of Medford, Inc., having extended the time limit of their bid through the end of December, 1983, have now asked that the contract be cancelled.

In conversation with Bud George and Bill Zirbes of our Traffic Section it appears that the project will now be scrapped since it was dependent upon the developer meeting his obligations. A further discussion with Jack Sollis of our Legal Department indicates that there should be no difficulties since the contract was never awarded.

Recommend cancellation of project.

DB:pf

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 2/14/84

added to HSC del. auth report for month of 3-84.
pf

2-14
cy Gorman
Fredrickson
George
Battee
Gif

81-125-1387

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Sec.
Attention Dick Dorn

DATE: January 12, 1984

FROM: JACK AYRES
Region Federal Aid Specialist

SUBJECT:

On the basis of a telephone call with Wendy Sims of Sims Electric in Medford, I have been advised to cancel the Rogue Valley Mall traffic signal contract. Prior to this call, Sims had extended their time limit to January 1, 1984. Since that time, they have received no word from the developer in Salt Lake City. Since this contract has been awaiting award for approximately 18 months, Sims can afford to wait no longer.

Please take necessary action to implement this request.

ja/cv

cc L. E. George
George Thornton
Wm. Maude

RECEIVED
ENVIRONMENTAL SECTION
JAN 13 1984
Referred to
Proj. Coord. ______
Eng. Coord. ______
Sec. ______
Manager ______
Res. Coord. ______
Adm. Asst. ______
File ______

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JAN 13 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Dick Dorn
FOR ______

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

August 18, 1983

Oregon Department of Transportation
Program Management Eng.- Room 206
Transportation Building
Salem, Oregon 97310

Attention: Mr. Haury

Re: Rogue Valley Mall, Crater Lake & Rogue Valley Highway
in Jackson County Traffic Signals Installation.

Dear Sir:

In conversation with Mr. Jim Dixon of Northwest Commercial We have the following to report on this project.

A meeting has been scheduled for August 24 & 25 and a decision will be made as to the status of a go situation for the Traffic Signals at the Rogue Valley Mall.

With this information we will grant a 30 day time extension and are hopeful that this is the last extension we will have to grant.

Thank you

SIMS ELECTRIC OF MEDFORD, INC.

W.D. MATTSON, Pres.

cc: Northwest Commercial, Jim Dixon
ODOT, Bill Maude Project Manager

WDM/jb

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC.

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 · 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

June 7, 1983

Oregon Department of Transportation
Program Management Eng. Room 206
Transportation Building
Salem Oregon 97310

Attention: Mr. Gary Potter

Re: Rogue Valley Mall, Crater Lake & Rogue Valley Highways in Jackson County Traffic Signals Installation

Dear Sir:

We are granting an additional 30 day extension on acceptance of our quote for the above listed project.

Thank you.

Sincerely,
Sims Electric of Medford Inc.

W.D. Mattson
President

WDM/ks
cc: Mr. Bill Maude
Project Manger
ODOT Medford

PROGRAM SECTION
MANAGER GC PROJECT UNIT ✓
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

April 25, 1983

Oregon State Highway Department
Program Management Eng. Room 206
Transportation Building
Salem OR 97310

Attention: Mr. Gary Potter

Re: Rogue Valley Mall, Crater Lake & Rogue Valley Highways in Jackson County Traffic Signal Installation

Dear Sir:

We are granting an additional 30 day extension on acceptance of our quote for the above listed project.

Thank you.

Sincerely,

SIMS ELECTRIC OF MEDFORD, INC.

W. D. Mattson

WDM/rlb
cc: Mr. Bill Maude
Project Manager
Oregon State Highway Division

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______ ✓
MAY 4 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________
FOR ________________

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

SIMS
ELECTRIC INC.

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

March 25, 1983

Oregon State Highway Department
Program Management Eng. Room 206
Transportation Building
Salem OR 97310

Attention: Mr. Gary Potter

Re: Rogue Valley Mall, Crater Lake & Rogue Valley Highways in Jackson County Traffic Signal Installation

Dear Sir:

We are granting an additional 30 day extension on acceptance of our quote for the above listed project.

Thank you.

Sincerely,

SIMS ELECTRIC OF MEDFORD, INC.

W. D. Mattson

WDM/rlb
cc: Mr. Bill Maude
Project Manager
Oregon State Highway Division

RECEIVED
ENVIRONMENTAL
SECTION

MAR 30 1983

Referred to
Manager --------
Proj. Coord. -------- Res. Coord. --------
Eng. Coord. -------- Adm. Asst. --------
Sec. -------- File --------

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC.

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

January 14, 1983

#9514

Oregon State Highway Department
Program Management Eng. Room 206
Transportation Building
Salem OR 97310

Attention: Mr. D. H. Moehing

Re: Rogue Valley Mall, Crater Lake & Rogue Valley Highways in Jackson County Traffic Signal Installation

Dear Sir:

We are granting an additional 30 day extension on acceptance of our quote for the above listed project.

We hereby agree to extend the acceptance of our quote for an additional period of 30 days. We have a meeting scheduled with Mr. Jim Dixon of Northwest Commercial next week and hopefully we will have a start date for this project.

Thank you.

Sincerely,

SIMS ELECTRIC OF MEDFORD, INC.

W. D. Mattson

WDM/rlb
cc: Mr. Bill Maude
Project Manager
Oregon State Highway Division

Mr. Jim Dixon
Northwest Commercial

Contract 9514
cc: Commission services 1-17-83 ✓

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

SIMS
ELECTRIC INC.

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

November 18, 1982

Oregon State Highway Department
Program Management Eng. Room 206
Transportation Building
Salem OR 97310

Attention: Mr. D. H. Moehing

Re: Rogue Valley Mall, Crater Lake & Rogue Valley Highways in Jackson County Traffic Signal Installation #9514

Dear Sir:

We are granting an additional 60 day extension on acceptance of our quote for the above listed project, this makes a total of 180 days.

We hereby agree to extend the acceptance of our quote for an additional period of 60 days.

Thank you.

Sincerely,

SIMS ELECTRIC OF MEDFORD, INC.

W. D. Mattson

WDM/rlb
cc: Mr. Bill Maude
Project Manager
Oregon State Highway Division

Mr. Jim Dixon
Northwest Commercial

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

October 22, 1982

Oregon State Highway Department
Program Management Eng. Room 206
Transportation Building
Salem OR 97310

Attention: Mr. D. H. Moehing

Re: Rogue Valley Mall, Crater Lake & Rogue Valley Highways in Jackson County Traffic Signal Installation  # 1514

Dear Sir:

We are granting an additional 30 day extension on acceptance of our quote for the above listed project, this makes a total of 120 days.

We hereby agree to extend the acceptance of our quote for an additional period of 30 days.

Thank you.

Sincerely,

SIMS ELECTRIC OF MEDFORD, INC.

W. D. Mattson

WDM/rlb
cc: Mr. Bill Maude
Project Manager
Oregon State Highway Division

Mr. Jim Dixon
Northwest Commercial

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

September 23, 1982

Oregon State Highway Department
Program Management Eng. Room 206
Transportation Building
Salem OR 97310

Attention: Mr. D. H. Moehing

Re: Rogue Valley Mall, Crater Lake & Rogue Valley #9514
Highways in Jackson County Traffic Signal
Installation

Dear Sir:

We are granting an additional 30 day extension on acceptance of our quote for the above listed project, this makes a total of 90 days.

We hereby agree to extend the acceptance of our quote for an additional period of 30 days.

Thank you.

Sincerely,

SIMS ELECTRIC OF MEDFORD, INC.

W D Matt

W. D. Mattson

WDM/rlb
cc: Mr. Bill Maude
Project Manager
Oregon State Highway Division

Mr. Jim Dixon
Northwest Commercial

SIMS
ELECTRIC INC

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

August 26, 1982

Oregon State Highway Department
Program Management Eng. Room 206
Transportation Building
Salem OR 97310

Attention: Mr. D.H. Moehing

Re: Rogue Valley Mall, Crater Lake & Rogue Valley Highways in Jackson County Traffic Signal Installation

Dear Sir:

We have reviewed the request for an additional 30 day extension on acceptance of our quote for the above listed project, this makes a total of 60 days.

Due to weather conditions we do need to know within the next 30 day extension when we might receive a contract so we can proceed as we had planned for our ditching and saw cutting and installation of detector loops before the Fall rains.

We hereby agree to extend the acceptance of our quote for a additional period of 30 days.

Thank you.

Sincerely,

SIMS ELECTRIC OF MEDFORD, INC.

W. D. Mattson

WDM/rlb
cc: Mr. Bill Maude, Project Manager O.S.H.D.

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

July 28, 1982

Oregon State Highway Department
Program Management Eng. Room 206
Transportation Building
Salem, Oregon 97310

Attention: Mr. D.H. Moehing

Re: Rogue Valley Mall, Crater Lake & Rogue Valley Highways in Jackson County Traffic Signal Installation

#9514

Dear Sir:

We have reviewed the request for a 30 day extension on acceptance of our quote for the above listed project.

In reviewing this with our suppliers they have all agreed to provide us with firm quotes for an additional 30 days.

Due to weather conditions we do need to know within the 30 day extension when we might receive a contract so we can proceed as we had planned for our ditching and saw cutting and installation of detector loops before the Fall rains.

We hereby agree to extend the acceptance of our quote for a additional period of 30 days.

Thank you.

Sincerely,
SIMS ELECTRIC OF MEDFORD, INC.

W.D. Mattson

WDM/pk

C.C. Mr. Bill Maude, Project Manager O.S.H.D.

10,077

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES P. SHOEMAKER, VICE PRESIDENT

November 10,1983

Oregon Department of Transportation
Program Management Eng. Room 206
Transportation Building
Salem Oregon 97310

Attention: Mr. Haury

Re: Rogue Valley Mall
Crater Lake & Rogue Valley Highway

Dear Sir:

We are in receipt of a letter from Mr. Michael Krugly, Project Director of Price Industries of Salt Lake City, regarding this project.

Due to delays in finalizing the change over in ownership of this project it has caused them greater delays then they had anticipated. They are still on a very positive go attitude and hope to complete this transaction very shortly.

We wish to advise you we will extend our quotation thru December 31,1983.

Thank you.

Sincerely,
Sims Electric of Medford Inc.

W.D. Mattson

WDM/ks

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
[illegible] 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________________
FOR ________________________________

4

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES P. SHOEMAKER, VICE PRESIDENT

September 22,1983

Oregon Department of Transportation
Program Management Eng. Room 206
Transportation Building
Salem Oregon 97310

Attention: Mr. Haury

Re: Rogue Valley Mall
Crater Lake & Rogue Valley Highway
Jackson County Traffic Signals Installation

Dear Sir:

This will confirm a verbal phone call to Mr. Bill Maude, Project Manager for ODOT.

We advised Mr. Maude that we will extend this contract an additional 30 days. The extension was based on the following information.

I had a phone conversation this A.M. with Mr. Mike Krugly, Project Director for Price Industries at Salt Lake City, regarding this project.

In reviewing the project with Mr. Krugly it appears that they need additional time to review all contracts including ours before they can make a decision. I also advised Mr. Krugly of the time requirement to get approvals and deliveries on the various items of material for the Signal Installation.

On the basis of this information we are extending the contract for an additional 30 days.

Very truly yours,
Sims Electric of Medford Inc.

W.D. Mattson

WDM/ks

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
[illegible] 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________
FOR ________________________

Con 211-10
Medford
St

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

July 26, 1983

RECEIVED
TECHNICAL SERVICES
JUL 28 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Att | File

Oregon Department of Transportation
Program Management Eng. Room 206
Transportation Building
Salem, Oregon 97310

Attention: Mr. Gary Potter

Re: Rogue Valley Mall, Crater Lake & Rogue Valley Highway in Jackson County Traffic Signals Installation.

Dear Sir:

In conversation with Mr. Jim Dixon of Northwest Commercial We have the following to report on this project.

We have been advised that Price Development Company of Salt Lake City Shopping Center Developers have taken over from Erne Hahn on this project.

NOTED
E. S. HUNTER

We will be meeting with them later this week and the project will be underway.

Based on this information we will grant a 30 day extension. Due to the scope of the project we will want to discuss the 200 day limit you have placed on the job. It will not be possible to perform the work in this time.

Thank you

SIMS ELECTRIC OF MEDFORD, INC.

W.D. Mattson, Pres.

cc : Northwest Commercial, Jim Dixon
ODOT, Bill Maude Project Manager

WDM/jb

Copy: J. E. George
Ed Hunter ✓

Ed H.

10,077

CON 5

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3    440-3399

TO: MEMO TO THE FILES

DATE: July 27, 1982

FROM: Jack Ayres
Region Federal Aid Specialist

SUBJECT: Rogue Valley Mall Signals

In a telephone conversation this date, July 27, 1982, at 1:30 pm, between Jim Dixon, Dick Moewe and myself a request for a 30-day extension was asked for. This request was immediately forwarded to Mr. Gary Zehner in Project Management who will proceed in efforts to accommodate Mr. Dixon and Mr. Moewe.

Mr. Dixon indicated that he would contact us sometime during the first week of August at which time they hope to have financing worked out.

ja/cp

cc: Gary Zehner
George Thornton
Bill Maude

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
JUL 29 1982
REFERRED TO
FOR
FILE: PM FA LG.

July 1, 1982

D.A.P.
454 Highland Drive
Medford, Oregon 97501

Gentlemen:

On July 1, 1982 we received a satisfactory bid from Sims Electric of Medford, Inc., P.O. Box 1430, Medford, Oregon 97501 for the Rogue Valley Mall traffic signal project in Medford.

As described in our Agreement No. 7457, the Company should now submit an advance deposit for construction so that we may award the contract:

| | | |
|---|---|---|
| Contractor's Bid | | $369,808.50 |
| Anticipated Additional Items: | | |
| City Furnished Controller Software | $1,000.00 | |
| Signal Controller Testing & Turn-on | 1,925.00 | |
| "OPTICOM" Testing | 150.00 | |
| Raised Traffic Markers | 500.00 | $ 3,575.00 |
| SUBTOTAL | | $373,383.50 |
| Contingencies (4 1/2%) | | 16,802.26 |
| Engineering (9%) | | 33,604.52 |
| ESTIMATED CONSTRUCTION COST | | $423,790.28 |

We will award the contract when we receive your advance deposit in the amount of $423,790, which should arrive not later than July 23, 1982. Make your check or irrevocable letter of credit payable to the Oregon State Highway Division, and send it to Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KEH:pf

bcc w/AD #82-55: Jack Ayres, Region 3
Vern Skoog - Please return completed AD # 82-55 when advance deposit is received.

10,077

OREGON

PUBLIC WORKS DEPARTMENT

**CITY OF MEDFORD**
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

June 14, 1982

Mr. Alfred Shirley, Jr.
Regional Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Subject: Traffic Signal Installation - Rogue Valley Mall

Attention: Jack Ayres, Regional Federal Aid Specialist

Dear Jack:

Returned herewith are two unsigned copies of Agreement No. 7457 which stipulates that the City of Medford will pay 100% of the installation of the fire preemption signalization capability around the Rogue Valley Mall.

It is and has been our opinion that fire preemption equipment is part of the "Signalization Requirements" of this developer who will construct new signals which will affect current and projected emergency fire runs. Fire preemption is a signal timing plan.

In the City of Medford since 1975, new signal improvements or installations, on and off the State system, financed by FAUS or local money or by developers, have included fire preemption as part of the total signalization package.

It could result in an arbitrary and dangerous policy if fire preemption were installed at some new locations and not at others on major streets having emergency vehicle operations.

Very truly yours,

Robert D. Kortt
Robert D. Kortt
City Traffic Engineer

ahf
CC: Gene Hart, City Attorney
L. E. George, State Traffic Engineer
Linscott, Law and Greenspan, Consulting Engineers, Rogue Valley Mall
Bill Maude, Project Manager
Lew Powell, Public Works Director

ROSEBURG REGION
RECEIVED
JUN 16 1982

| | | | | |
|---|---|---|---|---|
| RE | RME | RCE | ROE | TE |
| RUE | DES | RSR | RPR | RLE |
| GEO. | FAE | RBI | ATS | AA |

6-23-82
no agreement necessary. May be filed
MCH

RECEIVED
JUN 18 1982
TRAFFIC ENGINEERING

NOTED
L. E. GEORGE

NOTED
H. R. ZIRBES

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
JUN 17 1982
REFERRED TO Mainor
FOR
FILE: PM FA LG.

Section *Rogue Valley Mall (Medford)* Programming Estimate $

Highway *Crater Lake & Rogue Valley* Project Length —

County *Jackson* Completion Time *Interconnect Conduit 30CD* / *All work 180CD*

Kind of Work *Traffic Signal Installation* Est. Comp. Date

Prefix *15-8265* Letting Date *June 24, 1982* Project No. *STATE*

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *438,985.00* ~~497,475.00~~

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment. . . . . . . . . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . . . . . . | | |
| Permanent Pavement Striping. . . . . . . . . | | |
| Temporary Pavement Striping. . . . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | |
| Temporary Erosion Control . . . . . . . . . . | | |
| *City* ~~State~~ Furnished *Controller Software* . . . . . | 1000 | $ *3,575.00* |
| Roadside Seeding & Mulching . . . . . . . . . | | |
| Asphalt Cement Adjustment . . . . . . . . . . | | |
| On the Job Trainees ($0.80 x _____ hrs.) . . . . | | |
| State Responsibility for Damages . . . . . . . | | |
| Signal Controller Testing *& Turn-on* . . . . . . . | 1925 | |
| "OPTICOM" Testing . . . . . . . . . . . . . . | 150 | |
| Bikeway Signs . . . . . . . . . . . . . . . . . | | |
| Bikeway Striping & Legend . . . . . . . . . . | | |
| *Raised Traffic Markers* . . . . . . . . . . . | 500 | |
| . . . . . . . . . . | | |
| . . . . . . . . . . | | |
| . . . . . . . . . . | | |
| . . . . . . . . . . | | |
| Adjust Utilities: | | |
| . . . . . . . . . . | | |
| . . . . . . . . . . | | |

Subtotal $ *442,560.00* ~~501,050.00~~

Contingencies (4-1/2%) . . . . . . . . . . *19,915.20* ~~22,547.25~~

Engineering ([illegible] 9.[illegible]%) . . . . . . . . . . *39,830.40* ~~45,094.50~~

Subtotal $

Credit for ____________ . . . . . . .

Estimated Net Authorization, Construction . . . . . . . . . *502,305.60* $ ~~568,691.50~~

APPROVED ______________________

*Rev 5-21-82*

______________________
Road Design Engineer

*cc J. Ayres*
*5-24-82*

Rev. 11/81

OREGON STATE

# SUMMARY--BID SCHEDULE--COST ESTIMATE

HIGHWAY DIVISION

| | | | |
|---|---|---|---|
| Section<br>Rogue Valley Mall (Medford) | County<br>Jackson | Sheet 1 of 1 | |
| Kind of Work<br>Traffic Signal Installation | Length<br>— | Date<br>5-21-82 | Name<br>Butler |

| No. | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | 9,360- |
| 2 | Temporary Signs | | Sq. Ft. | 350 | 6- | 2,100- |
| 3 | Flagmen | | Hour | 360 | 24- | 8,640- |
| | ROADWORK | | | | | |
| 4 | Earthwork | | Lump Sum | All | Lump Sum | 700- |
| 5 | Guard Rail, Type 2A | | Lin. Ft. | 225 | 15- | 3,375- |
| 6 | Guard Rail Anchors, Type 1 | | Each | 1 | 350- | 350- |
| 7 | Rail End Pieces, Type C | | Each | 1 | 85- | 85- |
| | TRAFFIC SIGNALS | | | | | |
| 8 | Traffic Signal Installation, Complete | | Lump Sum | All | Lump Sum | 312,500- |
| 9 | Fire Pre-emption System, Complete | | Lump Sum | All | Lump Sum | 35,500- |
| 10 | Interconnect Conduit | | Lin. Ft. | 5,900 | 11 25 | 66,375- |
| | Total | | | | | 438,985- |

September 10, 1981

City of Medford
City Hall
Medford, OR 97501

AGR

Attention: Emily Kirkham
City Recorder

D.A.P.
454 Highland Drive
Medford, OR 97501

MISC. CONTRACTS and
AGREEMENTS No. 7457

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Medford, D.A.P. and the Highway Division to construct certain roadway improvements, install traffic signals and install a street lighting system to provide for development of the Rogue Valley Mall at the intersections on the Rogue Valley Highway, the Crater Lake Highway, the Pacific Highway, McAndrews Road and Biddle Road in Medford.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn
Att.

bc Don Harwell (conf. agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

| Number | Name | Consideration |
|---|---|---|
| 50892 | Wafford, Granville, E. | $ 45,000.00 |
| 51299 | Touchette, James E. & E. Nadine | 4,060.00 |
| 51369 | Brown, F. Randahl & Gladys M. | 5,950.00 |
| 51406 | Elbert Ward Smith et al | 4,950.00 |
| 52159 | Hewlett-Packard Company | -0- |
| | 5 Transactions | $ 59,960.00 |

(2) Grant of access of a width of 60 feet for Marvin J. Bernards request to move his access on the Pringle Co.-McMinnville Section of the Salmon River Hwy. in Yamhill County. File 13196. (Right of Way)

(3) Grant of Access to Ralph E. Dodson for an unrestricted access to the LaPine-Klamath Co. Line Section of the The Dalles-California Hwy. in Deschutes County for a consideration of $850. File 18008. (Right of Way)

(4) Agreement with City of Medford and Dixon, Ames and Plumley dba D.A.P. to construct certain roadway improvements, install traffic signals and install a street lighting system to provide for development of the Rogue Valley Mall at the intersections on the Rogue Valley Highway, the Crater Lake Highway, the Pacific Highway, McAndrews Road and Biddle Road in Medford. The State will supervise the construction and maintain the traffic signals on the highway system; the City will pay the cost of the electrical energy and the Company will pay all costs of the project. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 31 day of August, 1981

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

RECEIVED
STATE HWY ENGR
SEP 4 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

APPROVED
STATE HIGHWAY ENGINEER
Date 8/25/81

10, [illegible]

STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic

TRA 7-6

TO: D. E. Swan
Operation Programming Engineer

ATTN: M. C. Holmes

DATE: June 25, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Agreement Revisions
Rogue Valley Mall
Medford

We have reviewed the copy of the letter from Rogue Valley Associates, dated June 3, 1981, that you forwarded to us.

Our findings, on an item basis, are as follows:

1. We cannot agree to specific dates for awarding the contract or for a finish date. Too many unknowns are involved, such as field work, manpower, workload for other State projects, etc. Some of this work is also dependent on a separate contract.

2. We will do the design and contracting for the street lighting. I do not believe that this was included in the estimate given the developer for P.E. work.

3. & 4. These concern right of way primarily between the City and the Developer. These could also have an effect on Item 1.

On Page two, Items 1 through 3, we understand that you have consulted with Dick Hacek of Accounting and Jack Sollis of Legal. We, therefore, leave the inclusion or exclusion of these items to you and them.

L E George

L. E. George
Traffic Engineer

BET:ds

cc: Alfred Shirley, Jr.
W. J. Hart

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
[illegible] 1981
REFERRED TO
FOR
FILE: PM FA LG.

**ERNEST W. HAHN, INC.**
200 CONTINENTAL BOULEVARD, EL SEGUNDO, CALIFORNIA 90245 • PHONE (213) 772-4200

June 3, 1981

Mr. Alfred L. Shirley
Region 3, Engineer
Department of Transportation
1523 SE Cobb Street
Roseburg, Oregon 97470

RE: ROGUE VALLEY MALL
AGREEMENT TO CONSTRUCT STREET IMPROVEMENTS

Dear Bud:

As the outcome of our May 21, 1981 meeting at the Medford City Hall, revisions to the 4/15/81 Draft Agreement Number 7457 are recommended as follows:

✓1. Page 2, item 5 "Recitals" - add a sub-paragraph (4) which defines the schedule. Mutually agreeable dates were:

| | |
|---|---|
| January 1982. | State Award of Contract for traffic signals, street lighting, lane striping, street signing as set forth within "State Obligations" hereunder. |
| April 1982. | Company Award of Contract for roadway work as set forth within "Company Obligations" hereunder. |
| October 1982. | Completion of the entire construction as set forth within this overall agreement. |

✓2. On Page 2, item 1 "State Obligations" - revise fifth line to read as, "services for administration of the traffic signal and street lighting portion of the project."

✓3. On Page 4 under "City Obligations" add an item Number 6 to read:

6. City shall acquire all right-of-way needed for these contemplated street improvements which are not contiguous to the Rogue Valley Mall site in accordance with that "Agreement for Right-Of-Way Acquisition" dated February 5, 1981 and previously executed by Company and City.

✓4. On Page 4 "Company Obligations" item 3, insert "... right-of-way and easements for all roadway work in accordance with City/Company Agreement for Right-Of-Way Acquisition dated February 5, 1981.

ROSEBURG REGION
RECEIVED
JUN 5 1981
[✓ RE] [✓ RME] [✓ RCE] ROE [✓ TE]
RTS DES RSR RPR RLE
GEO. [✓ TE] PBI AA

Copy to Mainor Holmes ✓
6-5-81 JD

Items 1 through 4 above should be in agreement with everyone's understandings from our May 21, 1981 meeting. The following items are legal clarifications which we feel should also be inserted:

1. On page 4 item 2 under "Company Obligations" revise the last sentence to read, "Any portion of said advance deposit, which is in excess of the total actual cost, will be refunded or released to Company within 90 days after Notice of Substantial Completion has been filed."

OK
Dick Hacek

2. On page 4 item 5 under "Company Obligations" the concept of substantial completion should be applied. The first sentence should be revised to read "Company agrees that no certificate of occupancy .... until Company has substantially performed all of its obligations hereunder and State has substantially completed the project." Otherwise, Company should be granted the right to sue for specific performance from City or State to complete their obligations under this agreement.
3. On page 5 under "General Provisions" add an item #4 which stipulates official addresses and names to be used for notifications required by this document. This Notifications Clause should also state that all notifications be sent by certified mail. As for Company, all notifications should be addressed to:

Rogue Valley Mall Associates
c/o Ernest W. Hahn, Inc.
200 Continental Blvd.
El Segundo, CA 90245

ATTN: Project Manager

By inserting the above items, this Agreement should now be in final form for execution. If you agree, please prepare the execution copies and distribute for signature. We request that we be able to retain two original copies of the fully executed document.

Yours very truly,

ERNEST W. HAHN, INC.

Richard P. Moewe
Project Manager
Development Division

RPM:bh

cc: J. Dixon
C. Edgecumbe
R. Kortt
P. Roberts
D. Walker
L. Powell
D. Burt
G. Hart

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUN 9 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

10,077

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

TELEPHONE: (503) 776-7485

March 19, 1981

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Jack Ayres, Regional Federal Aid Engineer

Gentlemen:

Returned herewith are four copies of the Preliminary Engineering and Construction-Finance Agreement No. 7457 for the proposed installation of traffic signal control equipment at various locations pertinent to the Rogue Valley Mall project.

The proposed agreement has been circulated through City departments. Listed below are some suggested revisions and/or additions to this agreement. Please review our comments and if there are no objections, please revise the agreement to reflect these changes. The changes generally tighten up the agreement so that the developers obligations are enforceable by the City.

The following changes are suggested under the heading of "COMPANY OBLIGATIONS":

(a) After the first sentence of paragraph 2, add: "Such deposit shall be forwarded within 14 days after receipt by Company of a written request for same from State.

(b) Add a 5th paragraph as follows:

"5. Company agrees that no certificate of occupancy shall be issued by the City for the Rogue Valley Mall until Company has performed all its obligations hereunder and State has completed the project. Company further agrees that City may issue a "stop work" order on the Rogue Valley Mall in the event Company breaches this agreement and does not cure such breach within 14 days after receipt of a written notice of breach from City or State. Such order shall remain in effect until the breach is cured by Company."

Paragragh 3 of the "General Provisions" is not related to the Rogue Valley Mall project and should not be part of this agreement.

The developer is required to install new continuous street lighting on the street systems adjacent to the Mall. The City will maintain the street lighting system and pay energy costs. Please add street lighting design and construction as an element of this agreement.

This completes our review and comments. If there are any questions, please advise.

Yours very truly,

Robert D. Kortt
City Traffic Engineer

ahf
CC: Lew Powell, Public Works Director
Don Walker, City Engineer
Gene Hart, City Attorney

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: January 15, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Signalization Agreement
Rogue Valley Mall Development
Rogue Valley Highway (Court Street and Riverside Drive) #63
Crater Lake Highway #22, Pacific Highway #1
Jackson County, City of Medford

Would you please prepare a draft agreement covering the subject project.

The agencies involved are: State of Oregon, City of Medford, and Rogue Valley Mall Associates, a joint venture, 454 Highland Drive, Medford; and 200 Continental Boulevard, El Segundo, California 90245, attention Richard Moewe.

Other information concerning this agreement is listed below:

A. Existing intersection to be revised, and existing agreements:

1. Southbound Off-ramp from I-5 at Crater Lake Highway. ✓ That portion of an existing agreement covering this intersection should be voided. The State will both maintain and pay power costs. The existing agreement covered this intersection and Biddle Road at Crater Lake interchange ✓ city ramp signal. This was dated April 25, 1963.

2. Junction of Rogue Valley Highway and Crater Lake Highway. ✓ That portion of an existing TOPICS agreement covering this intersection should be voided. The agreement covered the Birch Avenue-Crater Lake Highway section of the Rogue Valley Highway, was dated November 13, 1973, and approved by the Commission on September 19, 1973. Under the new agreement, the State would both maintain and pay power costs.

3. The Intersections of the Rogue Valley Highway (Court Street and Riverside Drive) and McAndrews Road. The existing agreement of September 25, 1953, should be voided. The new agreement should be as per the League of Oregon Cities ✓ Policy Agreement of September, 1971, in regard to power and maintenance.

4. McAndrews Road at Biddle Road. This intersection is under the jurisdiction of the City. State will do the revision design; City will be responsible for power and maintenance.

Jim Dixon
773-5331

B. New signal installations:

1. Crater Lake Highway at Northerly Mall entrance.
2. Rogue Valley Highway (Riverside Drive) at Ohio Street and Westerly Mall entrance.
3. Rogue Valley Highway (Court Street) at Ohio Street.
4. McAndrews Road at Southerly Mall entrance. This is under the jurisdiction of the City, but to be designed by the State.

Maintenance and power for Items 1, 2 and 3 should be according to the 1971 Policy Agreement.

C. Right of Way and Permanent Easements:

1. Developer to grant permanent easements for signal poles and vehicle detector loops, both for installation and maintenance.
2. Information regarding right of way needed by State and/or City in ramp widening, street widening, etc. should be obtained from Road Design.

D. Grading and Paving:

Refer to Item 2 above.

E. Miscellaneous Items:

1. An estimate of $59,000 has been given to the developer as the sum required for State preliminary engineering work. This amount should be submitted when the agreement is returned.
2. Preliminary engineering and construction engineering for signal installations and revisions will be done by the State.
3. Inquiry should be made of Road Design as to engineering responsibilities on the grading and paving work.
4. Standard provisions should be used regarding the deposit to be made at time of letting.

5. Timing jurisdiction for these signals will be as set forth in Agreement No. 6350, Medford Traffic Signals - City Wide, between the State and the City of Medford.

L. E. George
Traffic Engineer

BET:er

CC: Alfred Shirley, Jr.
Robert Kortt

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JAN 19 1981
REFERRED TO
FOR
FILE: PM FA LG.

10 : 77

**STATE OF OREGON**
HIGHWAY DIVISION - REGION 3

# INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: January 6, 1981

FROM: Alfred Shirley Jr.
ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Rogue Valley Mall

The developer of the Rogue Valley Mall has decided that he will have his engineering consultant complete the preliminary engineering on the off-site improvements.

? — Would you please review the plans which I gave you last fall and return a copy with your comments and/or suggestions or requirements.

The developer will have our traffic engineering section design the traffic signal improvements that are a part of the state highway system off-site improvements.

as/cw

cc George Thornton
L. E. George

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 08 1981
ROAD DESIGN SECTION

Do [illegible]
Return To
Bring Up ___/___
Action

Contains Recycled Materials

1985 Fremont Hwy. Brs. Sec, 10,078
Fremont Hwy. W. & E. of Silver Lake
(gr, pav, & str.)

C+A 8100 04-06-84

10,078

5

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>3 221 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Lake |
| MODIFICATION NUMBER<br>2 | 3-18-88 | Project Number<br>BRF-16(5) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 1985, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 608,369 | $ 610,755 |
| Federal funds | $ 486,695 | $ 488,603 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of MAR, 1988.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

XX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 11, 1988

Federal-Aid Projet No. BRF-16(5)

Fremont Highway Bridges Section
Fremont Highway
Lake County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Buck Creek Bridge #3907A (Sta. 5277+25 to 5278+25)

Total from previous estimate of March 4, 1987 $ 193,789.00

Type Code X080
Murdock Creek Bridge #3909A (Sta. 4960+50 to 4961+50)
Total from previous estimate of March 4, 1987 $ 159,930.00

Type Code X080
Paulina Marsh Bridge #1552A (Sta. 4843+60 to 4845+20)

| Item | Unit | Unit Price | Original Quantity | Original Amount | Revised Quantity | Revised Amount |
|---|---|---|---|---|---|---|
| Furnish prestressed concrete piling | Lin.Ft. | $22.00 | 512.73 | $ 11,280.00 | 580 | $ 12,760.00 |
| Drive prestressed concrete piling | Lin.Ft. | 3.00 | 336 | 1,008.00 | 473 | 1,419.00 |
| | | | | $ 12,288.00 | | $ 14,179.00 |

| | |
|---|---|
| Total Increase | $ 1,891.00 |
| Subtotal from previous estimate of March 3, 1987 | 224,682.75 |
| Subtotal | $ 226,573.75 |
| Engineering | 30,462.25 |
| Total | $ 257,036.00 |

## Length of Structures

| | |
|---|---|
| Bridge No. 3907A | 0.02 mi. |
| Bridge No. 3909A | 0.02 mi. |
| Bridge No. 1552A | 0.03 mi. |

## SUMMARY OF FUNDS (80%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Bridge No. 3907A | 118 | $ 193,789.00 | $ 155,031.00 | $ 38,758.00 |
| Bridge No. 3909A | 118 | 159,930.00 | 127,944.00 | 31,986.00 |
| Bridge No. 1552A | 118 | 257,036.00 | 205,628.00 | 51,408.00 |
| Total | | $ 610,755.00 | $ 488,603.00 | $ 122,152.00 |

Subjob 010 = 0%; Subjob 011 = 100%
Contract No. 10,078
Prefix: C019-1931; C019-1932; C019-1933 (P.E.)
Prefix: C10078

DDB:jc

10,078

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>3-40 | | County<br>Lake |
| PROJECT REPORT NUMBER | | Project Number<br>BRF-16(5) |
| MODIFICATION NUMBER<br>1 | | |

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-5-87

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 1985, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 605,669 | $ 608,369 |
| Federal funds | $ 484,535 | $ 486,695 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5 TH day of MAR, 19 87

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 4, 1987

Gen File

FEDERAL AID PROJECT NO. BRF-16(5)

FREMONT HIGHWAY BRIDGES SECTION
FREMONT HIGHWAY
LAKE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
BUCK CREEK BR. #3907A (Sta. 5277+25 TO 5278+25)

Subtotal from previous estimate of July 12, 1985 $ 193,789.00

TYPE CODE X080
MURDOCK CREEK BR. #3909A (STA. 4960+50 TO 4961+50)

Subtotal from previous estimate of July 12, 1985 $ 159,930.00

TYPE CODE X080
PAULINA MARSH BR. #1552A (STA. 4843+60 TO 4845+20)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Furnish Prestressed Concrete Piling | $ 22.00 | 390 | $ 8,580.00 | 512.73 | $11,280.00 |

| | |
|---|---|
| Subtotal including engineering from previous estimate of July 12, 1985 | $ 221,982.75 |
| Total Increase | 2,700.00 |
| Subtotal | $ 224,682.75 |
| Engineering | 29,967.25 |

Length of Structures

| | |
|---|---|
| Bridge No. 3907A | 0.019 mi. |
| Bridge No. 3909A | 0.019 mi. |
| Bridge No. 1552A | 0.030 mi. |

# SUMMARY OF FUNDS (80%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Br. #3907A | 118 | $ 193,789.00 | $ 155,031.00 | $ 38,758.00 |
| Br. #3909A | 118 | 159,930.00 | 127,944.00 | 31,986.00 |
| Br. #1552A | 118 | 254,650.00 | 203,720.00 | 50,930.00 |
| Total | | $ 608,369.00 | $ 486,695.00 | $ 121,674.00 |

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C10078
Prefix: C019-1931; 019-1932; 019-1933 (PE)
Prefix: C10078
DDB:bkb

N

| TO BE COMPLETED BY FHWA | | |
|---|---|---|
| 10,078 7-113 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-17-85 | STATE<br>Oregon<br>COUNTY<br>Lake<br>PROJECT NO.<br>BRF-16(5) |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

SR 31 Fremont Highway Bridges Section

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6/5/85 | 0.068 |

OTHER *(Specify)*

FUNDS Pro-rata 80.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 605,669.00 | $ 484,535.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator JUL 17 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 12, 1985

FEDERAL AID PROJECT NO. BRF-16(5)

FREMONT HIGHWAY BRIDGES
FREMONT HIGHWAY
LAKE COUNTY

## PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
BUCK CR. BR. (BR. #3907A - Sta. 5277+25 to Sta. 5278+25)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | 30% | Lump Sum | $ 15,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | 32% | Lump Sum | 1,600.00 |
| Temporary Signs | Sq. Ft. | 288 | 5.00 | 1,440.00 |
| Temporary Barricades | Each | 2 | 100.00 | 200.00 |
| Temporary Bridge Rail | Lin. Ft. | 69 | 12.00 | 828.00 |
| Moving Temporary Bridge Rail | Lin. Ft. | 69 | 5.00 | 345.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 250 | 12.00 | 3,000.00 |
| Moving Temporary Concrete Barriers | Lin. Ft. | 250 | 2.00 | 500.00 |
| Temporary Traffic Signal Installation | Lump Sum | 32% | Lump Sum | 12,160.00 |
| Flaggers | Hour | 60 | 12.00 | 720.00 |
| Clearing and Grubbing | Lump Sum | 40% | Lump Sum | 17,600.00 |
| Removal of Structures and Obstructions | Lump Sum | 40% | Lump Sum | 9,500.00 |
| Embankment in Place | Cu. Yd. | 874 | 4.00 | 3,496.00 |
| Finishing Roadbed & Slopes | Lump Sum | 40% | Lump Sum | 1,200.00 |
| Watering | M-Gal. | 20 | 10.00 | 200.00 |
| 1"-0 Aggregate Base | Cu. Yd. | 1,050 | 20.00 | 21,000.00 |
| Class C Asphalt Concrete | Ton | 540 | 10.00 | 5,400.00 |
| Guard Rail, Type 2A | Lin. Ft. | 150 | 12.00 | 1,800.00 |
| Guard Rail, Type 3 | Lin. Ft. | 100 | 24.00 | 2,400.00 |
| Guard Rail Anchors, Type 1 | Each | 4 | 300.00 | 1,200.00 |
| Rail End Pieces, Type C | Each | 4 | 95.00 | 380.00 |
| Extra for Asphalt Approaches | Each | 4 | 200.00 | 800.00 |
| Loose Riprap, Class 50 | Cu. Yd. | 75 | 12.00 | 900.00 |
| Delineators, Type 2 | Each | 4 | 12.00 | 48.00 |
| Delineators, Type 4 | Each | 8 | 14.00 | 112.00 |
| Seeding, Fertilizing & Mulching | Acre | 0.40 | 1,000.00 | 400.00 |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 6,000.00 |
| Structural Excavation | Cu. Yd. | 25 | 15.00 | 375.00 |
| Furnish Pile Driving Equipment | Lump Sum | All | Lump Sum | 6,000.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| Furnish Prestressed Concrete Piling | Lin. Ft. | 330 | 22.00 | 7,260.00 |
| Drive Prestressed Concrete Piles | Lin. Ft. | 330 | 3.00 | 990.00 |
| Structural Concrete, Class 3300 (22 CY) | Lump Sum | All | Lump Sum | 8,800.00 |
| Reinforcement (3,600 Lbs.) | Lump Sum | All | Lump Sum | 2,000.00 |
| 4' x 35'/40' Prestressed Slabs | Each | 9 | 2,100.00 | 18,900.00 |
| Reinforced Concrete Bridge End Panels | Sq. Yd. | 160 | 60.00 | 9,600.00 |
| Metal Rail with Tubing | Lin. Ft. | 88 | 40.00 | 3,520.00 |
| Membrane Waterproofing | Sq. Yd. | 143 | 14.00 | 2,002.00 |
|  |  |  |  | $ 167,676.00 |

ANTICIPATED ITEMS

|  |  |  |
|---|---|---|
| Permanent Pavement Striping | 28% All Required | $ 497.00 |
| Temporary Pavement Striping | 28% All Required | 784.00 |
| Removal Pavement Striping, (Exist. & Temp.) | 28% All Required | 448.00 |
| Temporary Signal Controller, Testing & Turn-on | 34% All Required | 1,334.50 |
|  |  | $ 3,063.00 |
|  | SUBTOTAL | $ 170,739.00 |
|  | Engineering | 23,050.00 |
|  | TOTAL | $ 193,789.00 |

TYPE CODE X080
MURDOCK CR. BR. (BR. #3909A - Sta. 4960+50 to Sta. 4961+50)

|  |  |  |  |  |
|---|---|---|---|---|
| Mobilization | Lump Sum | 25% | Lump Sum | $ 12,500.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | 32% | Lump Sum | 1,600.00 |
| Temporary Signs | Sq. Ft. | 288 | 5.00 | 1,440.00 |
| Temporary Barricades | Each | 2 | 100.00 | 200.00 |
| Temporary Bridge Rail | Lin. Ft. | 69 | 12.00 | 828.00 |
| Moving Temporary Bridge Rail | Lin. Ft. | 69 | 5.00 | 345.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 250 | 12.00 | 3,000.00 |
| Moving Temporary Concrete Barriers | Lin. Ft. | 250 | 2.00 | 500.00 |
| Temporary Traffic Signal Installation | Lump Sum | 32% | Lump Sum | 12,160.00 |
| Flaggers | Hour | 60 | 12.00 | 720.00 |
| Clearing and Grubbing | Lump Sum | 35% | Lump Sum | 15,400.00 |
| Removal of Structures and Obstructions | Lump Sum | 25% | Lump Sum | 5,937.50 |
| Toe Trench Excavation | Cu. Yd. | 35 | 10.00 | 350.00 |
| Embankment in Place | Cu. Yd. | 73 | 4.00 | 292.00 |
| Finishing Roadbed & Slopes | Lump Sum | 35% | Lump Sum | 1,050.00 |
| Watering | M-Gal. | 5 | 10.00 | 50.00 |
| 1"-0 Aggregate Base | Cu. Yd. | 600 | 20.00 | 12,000.00 |

| | | | | |
|---|---|---|---|---|
| Class C Asphalt Concrete | Ton | 310 | 10.00 | 31,000.00 |
| Guard Rail, Type 2A | Lin. Ft. | 150 | 12.00 | 1,800.00 |
| Guard Rail, Type 3 | Lin. Ft. | 100 | 24.00 | 2,400.00 |
| Guard Rail Anchors, Type 1 | Each | 4 | 300.00 | 1,200.00 |
| Rail End Pieces, Type C | Each | 4 | 95.00 | 380.00 |
| Extra for Asphalt Approaches | Each | 4 | 200.00 | 800.00 |
| Loose Riprap, Class 50 | Cu. Yd. | 75 | 12.00 | 900.00 |
| Delineators, Type 2 | Each | 4 | 12.00 | 48.00 |
| Delineators, Type 4 | Each | 8 | 14.00 | 112.00 |
| Seeding, Fertilizing & Mulching | Acre | 0.35 | 1,000.00 | 350.00 |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 6,000.00 |
| Structural Excavation | Cu. Yd. | 25 | 15.00 | 375.00 |
| Furnish Pile Driving Equipment | Lump Sum | All | Lump Sum | 1,000.00 |
| Furnish Prestressed Concrete Piling | Lin. Ft. | 240 | 22.00 | 5,280.00 |
| Drive Prestressed Concrete Piles | Lin. Ft. | 240 | 3.00 | 720.00 |
| Structural Concrete, Class 3300 (22 CY) | Lump Sum | All | Lump Sum | 8,800.00 |
| Reinforcement (3,600 lbs.) | Lump Sum | All | Lump Sum | 2,000.00 |
| 4' x 35'/40' Prestressed Slabs | Each | 9 | 2,100.00 | 18,900.00 |
| Reinforced Concrete Bridge End Panels | Sq. Yd. | 160 | 60.00 | 9,600.00 |
| Metal Rail with Tubing | Lin. Ft. | 88 | 40.00 | 3,520.00 |
| Membrane Waterproofing | Sq. Yd. | 159 | 14.00 | 2,226.00 |
| | | | | $ 137,883.50 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| Permanent Pavement Striping | 28% All Required | $ 497.00 |
| Temporary Pavement Striping | 28% All Required | 784.00 |
| Remove Pavement Striping (Exist. & Temp.) | 28% All Required | 448.00 |
| Temporary Signal Controller Testing & Turn-On | 33% All Required | 1,295.25 |
| | | $ 3,024.25 |

| | |
|---|---|
| SUBTOTAL | $ 140,907.75 |
| Engineering | 19,022.25 |
| TOTAL | $ 159,930.00 |

TYPE CODE X080
PAULINA MARSH BR. (BR. #1552A - Sta. 4843+60 to Sta. 4845+20)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | 45% | Lump Sum | $ 22,500.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | 36% | Lump Sum | 1,800.00 |
| Temporary Signs | Sq. Ft. | 288 | 5.00 | 1,440.00 |
| Temporary Barricades | Each | 2 | 100.00 | 200.00 |
| Temporary Bridge Rail | Lin. Ft. | 119 | 12.00 | 1,428.00 |

| | | | | |
|---|---|---|---|---|
| Moving Temporary Bridge Rail | Lin. Ft. | 119 | 5.00 | 595.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 250 | 12.00 | 3,000.00 |
| Moving Temporary Concrete Barriers | Lin. Ft. | 250 | 2.00 | 500.00 |
| Temporary Traffic Signal Installation | Lump Sum | 36% | Lump Sum | 13,680.00 |
| Flaggers | Hour | 80 | 12.00 | 960.00 |
| Clearing and Grubbing | Lump Sum | 25% | Lump Sum | 11,000.00 |
| Removal of Structures and Obstructions | Lump Sum | 35% | Lump Sum | 8,312.50 |
| Embankment in Place | Cu. Yd. | 1,447 | 4.00 | 5,788.00 |
| Finishing Roadbed & Slopes | Lump Sum | 25% | Lump Sum | 750.00 |
| Watering | M-Gal. | 35 | 10.00 | 350.00 |
| 1"-0 Aggregate Base | Cu. Yd. | 1,050 | 20.00 | 21,000.00 |
| Class C Asphalt Concrete | Ton | 525 | 10.00 | 5,250.00 |
| Guard Rail, Type 2A | Lin. Ft. | 150 | 12.00 | 1,800.00 |
| Guard Rail, Type 3 | Lin. Ft. | 100 | 24.00 | 2,400.00 |
| Guard Rail Anchors, Type 1 | Each | 4 | 300.00 | 1,200.00 |
| Rail End Pieces, Type C | Each | 4 | 95.00 | 380.00 |
| Extra for Asphalt Approaches | Each | 4 | 200.00 | 800.00 |
| Loose Riprap, Class 50 | Cu. Yd. | 55 | 12.00 | 660.00 |
| Delineators, Type 2 | Each | 4 | 12.00 | 48.00 |
| Delineators, Type 4 | Each | 8 | 14.00 | 112.00 |
| Seeding, Fertilizing & Mulching | Acre | 0.25 | 1,000.00 | 250.00 |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 9,000.00 |
| Structure Excavation | Cu. Yd. | 25 | 15.00 | 375.00 |
| Furnish Pile Driving Equipment | Lump Sum | All | Lump Sum | 1,000.00 |
| Furnish Prestressed Concrete Piling | Lin. Ft. | 390 | 22.00 | 8,580.00 |
| Drive Prestressed Concrete Piles | Lin. Ft. | 336 | 3.00 | 1,008.00 |
| Structural Concrete, Class 3300 (31 CY) | Lump Sum | All | Lump Sum | 12,400.00 |
| Reinforcement (4,900 lbs.) | Lump Sum | All | Lump Sum | 2,450.00 |
| 4' x 45'/50' Prestressed Slabs | Each | 18 | 3,000.00 | 54,000.00 |
| Reinforced Concrete Bridge End Panels | Sq. Yd. | 160 | 60.00 | 9,600.00 |
| Metal Rail with Tubing | Lin. Ft. | 188 | 44.00 | 8,272.00 |
| Membrane Waterproofing | Sq. Yd. | 363 | 14.00 | 5,082.00 |
| | | | | $ 217,970.50 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| Permanent Pavement Striping | 44% All Required | $ 781.00 |
| Temporary Pavement Striping | 44% All Required | 1,232.00 |
| Remove Pavement Striping (Exist. & Temp.) | 44% All Required | 704.00 |

| | | |
|---|---|---|
| Temporary Signal Controller<br>Testing & Turn-On | 33% All Required | 1,295.25 |
| | | $ 4,012.25 |
| | SUBTOTAL | $ 221,982.75 |
| | Engineering | 29,967.25 |
| | TOTAL | $ 251,950.00 |

LENGTH OF STRUCTURES

| | |
|---|---|
| Bridge No. 3907A ------------------ | 0.019 miles |
| Bridge No. 3909A ------------------ | 0.019 miles |
| Bridge No. 1552A ------------------ | 0.030 miles |

SUMMARY OF FUNDS (80%)

| DESCRIPTION | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|
| Br. #3907A | $193,789.00 | $155,031.00 | $ 38,758.00 |
| Br. #3909A | 159,930.00 | 127,944.00 | 31,986.00 |
| Br. #1552A | 251,950.00 | 201,560.00 | 50,390.00 |
| TOTAL | $605,669.00 | $484,535.00 | $121,134.00 |

Group 011 = 100%    Group 010 = 0%
Contract No. 10078
Prefix: 19-1932    19-1932    19-1933    (P.E.)
Prefix: C10078

Appn Code: 118

CPL/RC:pf/me

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Lake | DIVISION<br>Oregon |
| DATE OF REPORT<br>1/5/88 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>BRF-16(5) |
| COMPLETION DATE (Actual)<br>8/1/86 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>6/23/87 | TIME ELAPSED<br>86 % | CONTRACT TIME<br>C.D.C.<br>6/30/86 |

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

**FREMONT HIGHWAY BRIDGES**
**FREMONT HIGHWAY**
**Lake County**

All work was completed by January 31, 1986 except for seeding and mulching. A stop work order was issued and the seeding and mulching was completed by August of 1986. A 33 day time extension was granted via P.A. No. 10. No liquidated damages were charged.

The final cost of $611,702 overran the authorization by one percent.

- TPL -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 6 '88
REFER TO Fredrickson
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

cg
1/8

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Thomas P Lowe | | SIGNATURE<br>John T Price | |
| TITLE<br>Area Engineer | DATE<br>1/5/88 | TITLE<br>District Engineer | DATE<br>1/6/88 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

October 28, 1987

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5 - #10,078

On June 26, 1987, we wrote to you concerning release of final payment on Contract No. 10,078 awarded to R. L. Coats for work on the Fremont Highway Bridges in Lake County.

Final payment on this contract is $9,034.66 and the total contract amount is $534,388.63 including $7,807.09 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,078

**STATE OF OREGON**

**INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10078

**TO:** Commission Services

**DATE:** June 23, 1987

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10078, On Site Work Substantially Completed August 1, 1986

All Work Completed September 11, 1986

Project Fremont Highway Bridges

Highway Fremont

County Lake

Type of Work Grading, Paving and Structures

Contractor R. L. Coats

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-26-87 - Surety letter written.

RECEIVED
JUN 25 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1986

In Reply Refer to
File No
CON

John Alltucker, President
Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, OR 97440

I have had our Construction Section and Materials lab do an extensive re-evaluation of the price adjustment penalties assessed against your company on three separate contracts involving five bridges.

We began using plastic cylinder molds at the Eugene Sand & Gravel prestress plant in August, 1985. Plastic molds are allowable under AASHTO M 205-81, which is referenced in our Standard Specifications. We were unaware of the effects of the use of plastic molds at the time we began using them and we certainly did not advise your company of possible consequences. We have subsequently found through numerous tests that plastic molds consistently produce results which are approximately 7 1/2 percent lower than the steel molds.

Because we were not able to advise you of the effects of using plastic molds, I have directed our Construction Section to go back to the original test results and penalty calculations and increase the 28 day strengths by 7 1/2 percent where plastic molds were used and recompute the price adjustment.

In doing so, we found that test results on Contract Number 9975, Willamina Creek Bridge, were based on cylinders which were cast in steel molds. We did not adjust the penalty on that contract.

The following is a tabulation of the original penalties and the adjusted penalty:

| Contract | Original Penalty | Adjusted Penalty |
|---|---|---|
| Contract No. 9975<br>Willamina Cr. Br. | $10,569.30 | $10,569.30 |
| Contract No. 10,098<br>Marquam Cr. Br. | 7,815.75 | 492.78 |
| Contract No. 10,078<br>Fremont Hwy. Brs. | 26,004.00 | 4,759.50 |
| TOTAL | $44,389.05 | $15,821.58 |

DIFFERENCE - $28,567.47

7

DOT DIRECTOR
Info Info

**FRED MILLER**

Form 734-3122

I am sorry that we cannot help you with the Willamina Creek Bridge price adjustment but we have been able to offer a significant reduction on the other two contracts because of the change in casting molds. I hope this change resolves the matter.

Wendell E. Schwartz
W. E. Schwartz
Assistant State Highway Engineer

WES:sl

cc Fred D. Miller
C. O. Fredrickson
Bill Quinn
M. D. Glenn

STATE OF OREGON INTEROFFICE MEMO

Highway Construction 378-6318

CON 5 9975, 10078,
10098

TO: W. E. Schwartz, P.E.
Ass't. State Highway Engineer

DATE: September 9, 1986

FROM: C. O. Fredrickson
C. O. Fredrickson
Construction Engineer

RECEIVED
STATE HWY ENGR
SEP 10 '86
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

SUBJECT: Price Adjustments, Low Strength Concrete
Contract Numbers 9975, 10078 and 10098
Eugene Sand & Gravel Co.

The price adjustments have been recomputed for the subject projects, as discussed with you and with W. J. Quinn. A copy of a September 5 letter from M. D. Glenn (attached), shows the original and the recomputed adjustment figures. A brief chronology of what has taken place may help to show how these amounts were computed and what has taken place during the past 22 months on these projects.

Willamina Creek Bridge - Contract No. 9975
November 20, 1985 (Original Calculation)

Test Cylinders were cast July 11 to July 25 in Steel Molds. Price adjustment was based on 28 day breaking strength in the OSHD Materials Laboratory, as per specifications.

Calculated price adjustment - $10,569.30
No change from original calculation.

Marquam Creek Bridge - Contract No. 10098
November 22, 1985

Test Cylinders were cast in Plastic Molds. Price adjustment was based on 28 day breaking strength in the OSHD Materials Laboratory, as per specifications.

Calculated price adjustment - $7,815.75

March 12, 1986 (Re-calculation)

Because of difference in breaking strength of cylinders cast in steel and concrete molds, averaged test results between the two.

Re-calculated price adjustment - $2,791.65

August 29, 1986, letter from W. J. Quinn, Engineer of Materials, indicated that testing had shown that cylinders cast in steel molds would attain an average of 7-1/2 percent higher compressive strength at 28 days. This factor was applied.

Re-calculated price adjustment - $492.78

### Fremont Highway Bridges - Contract No. 10078

October 1, 1985 (Original Calculation)

Test Cylinders were cast in Plastic Molds. Price adjustment was based on 28 day breaking strength in the OSHD Materials Laboratory, as per specifications.

Calculated price adjustment - $26,004.00

March 12, 1986 (Re-calculation)

Because of difference in breaking strength of cylinders cast in steel and concrete molds, averaged test results between the two, and in this case added a price adjustment for a low cement content as shown on the test report.

Re-calculated price adjustment - $11,755.50

April 3, 1986

Advised that cement content shown on the test report was incorrect.

May 29, 1986 (Re-calculation)

Re-calculated price adjustment - $8,398.50

September 5, 1986 (Re-calculation)

August 29, 1986, letter from W. J. Quinn, Engineer of Materials, indicated that testing had shown that cylinders cast in steel molds would attain an average of 7-1/2 percent higher compressive strength at 28 days. This factor was applied.

Re-calculated price adjustment - $4,759.50

A summary of the price adjustment data is shown in M. D. Glenn's letter. We have used every possible means to make the price adjustment as equitable as possible, and are in agreement with the Materials Laboratory on this method of calculation. Since Eugene Sand & Gravel Co. has contacted you on this matter, please review these methods and procedures and advise if you need any further information. With this last calculation, the price adjustment has been reduced from $44,389.05 to $15,821.08, a difference of $28,567.97.

COF:mk
Attach.

cc: W. J. Quinn
M. D. Glenn

0909lm

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6509

FILE: CON 5
10078 & 10098

TO: C. O. Fredrickson
Construction Engineer

DATE: September 5, 1986

MDGlenn

FROM: M. D. Glenn
Quality Control Supervisor Retired

SUBJECT: Fremont Highway Bridges, Contract No. 10078
Marquam Creek Bridge, Contract No. 10098
Low Strength Concrete Cylinders - Eugene Sand
and Gravel Prestressed Members

Attached are calculations for revised price adjustments for acceptance of non-spec prestressed concrete members produced by Eugene Sand and Gravel (ES&G).

This third adjustment is based on adding 7.5 percent to the original cylinder test results recommended by W. J. Quinn, Engineer of Materials, in his letter dated August 29, 1986.

This adjustment results in an additional reduction of $1,665.00 in the price adjustment for the Fremont Highway Bridges, Contract No. 10078. This also results in an additional $2,298.87 reduction in the price adjustment for the Marquam Creek Bridge, Contract No. 10098, for a total additional reduction of $3,963.87.

The original price adjustment of $10,569.30 for the Willamina Creek Bridge, Contract No. 9975, remains unchanged.

## Summary

| Project | Contract Number | Revised Reduction | Original Reduction |
|---|---|---|---|
| Willamina Creek Bridge | 9975 | $10,569.30 | $10,569.30 |
| Fremont Highway Bridges | 10078 | | |
| Class 5500 | | $ 672.00 | $ 3,948.00 |
| Class 6000 | | 1,935.00 | 12,060.00 |
| Class 6500 | | 2,152.50 | 9,996.00 |
| Totals | | $ 4,759.50 | $26,004.00 |
| Reduction in price adjustment = $21,244.50 (81.7%) | | | |
| Marquam Creek Bridge | 10098 | $ 492.78 | $ 7,815.75 |
| Reduction in price adjustment = $7,322.97 (93.7%) | | | |

MDG:mk

cc: Bill Quinn
Walt Hart
Bill Piete/att.
Jerry Thackery/att.
Quality Control (2)/att.
Contract Payments/att.

John Altucker/att.
Eugene Sand & Gravel
P. O. Box 1067
Eugene, OR 97440

09046md

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: August 29, 1986

W.J. Quinn

FROM: W. J. Quinn
Engineer of Materials

SUBJECT: Concrete Strength

This is in answer to your question concerning the low concrete cylinder breaks from material produced by Eugene Sand and Gravel for prestress concrete slabs on contracts 9975, 10078 and 10098. I recommend that no adjustment be made in the concrete test results for contract 9975, but a 7 1/2 percent addition be made to the results for contracts 10078 and 10098. This recommendation is based on recent test results which indicated plastic cylinder molds produced an average reduction of 7 1/2 percent in 28 day compression strength when compared to concrete cylinders made in reusable steel molds. After doing some research, I found we began using plastic cylinder molds in the Eugene Sand and Gravel prestressed concrete plant in August, 1985. We began using the molds without knowledge of the effects, and we certainly did not make Eugene Sand and Gravel aware of the consequences. At present, AASHTO M 205-81 allows the use of either reusable steel molds or single use plastic molds.

For your information, we began specifying the use of single use plastic molds in our Special Provisions as of April, 1986, and they will be included in our new Standard Specifications when they are published. We went to the plastic molds because they had several advantages over the steel molds and the tin molds that were previously used. The plastic molds are watertight, whereas the steel molds leak if no special precautions are taken each time they are used. Plastic molds are more resistant to permanent deformation during routine handling than are tin molds. Finally, the plastic molds are significantly less expensive than either the steel or tin mold.

The Salem Lab has made the test results known to the Oregon Prestressed Concrete Industry and appropriate adjustment will be made in their mixes to compensate for the difference in apparent strength. Basically, the state will pay more for the final product because of our decision to use plastic cylinder molds.

WJQ:dn

CE F CAE
COE OM
OE
CA
CAM
EEO

RECEIVED
AUG 29 1986
CONSTRUCTION
SECTION

SPC TC
SA CC
FE CP
POC
OCS
FILE

Contains
Recycled
Materials

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

# WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: AUGUST 30,1986

PROJECT NAME (SECTION): FREMONT HIGHWAY BRIDGES

CONTRACT NO.: 10078

HIGHWAY: FREMONT

COUNTY: LAKE

F.A. PROJECT NO: BRF-16(15)

CONTRACTOR: R. L. COATS

KIND OF WORK: GRADING, PAVING & STRUCT

DATE OF AWARD: JULY 3, 1985

| PROJECT AUTHORIZATION | | ENGINEERING | |
|---|---|---|---|
| CURRENT AUTHORIZATION | $ 557,643.00 | AUTHORIZATION | $ 48,026.00 |
| | | COST THIS WEEK | $ 1,000.00 |
| ESTIMATED PROJECT COST | $ 531,767.00 | TOTAL TO DATE | $ 48,000.00 |
| ESTIMATED PERCENT ~~OVER~~RUN/UNDERRUN | -4.6 % | PERCENT OF AUTHORIZATION | 99 % |

FIRST NOTIFICATION DATE: SEPTEMBER 23, 1985

ESTIMATED DATE OF COMPLETION, OR: JUNE 1986

SECOND NOTIFICATION DATE AND: 8-1-86

ESTIMATED SEMIFINAL SUBMITTAL DATE: SEPTEMBER 86

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| | 06/30/86 | 0 | 0 | 0 | yes |
| | / / | 0 | 0 | 0 | |
| | / / | 0 | 0 | 0 | |
| | / / | 0 | 0 | 0 | |

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 2,394 CY | 2,700 TN | 1,375 TN | | | |
| EST. CORRECTED QUANTITIES | 1,565 CY | 2,579 TN | 983 TN | | | |
| EST. PERFORMED TO DATE | 1,565 CY | 2,579 TN | 983 TN | | | |
| PERCENT PERFORMED TO DATE | 100 | 100 | 100 | 0 | 100 | 0 |

ACTIVITIES THIS WEEK:

PROJECT IS COMPLETE OFFICE WORKING ON SEMI-FINAL
WILL SUBMIT TO REGION WITHIN A WEEK.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

For Jerry C. Thackery

PROJECT MANAGER (SIGN): Daniel J. Bayle

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

10,07

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 21, 1986

In Reply Refer to
File No.:
CON 5
10078

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-16(5)

Contract 10078, Work Completed August 1, 1986
Project Fremont Highway Bridge
Highway Fremont
County Lake

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 15, 1986

for
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 15 '86

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Dale Allen
B. M. Walton

NOTED
LARRY RULIEN

RECEIVED
AUG 22 1986
OREGON DIVISION

CPC/FL4

734-2023 (2-85)

jc　　cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

## INSPECTION REPORT

*(Check appropriate box)*

☒ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 11 '86
REFER TO Fredrickson
FOR: Info / Inves / R/D / D/R / Sign / Act / File

COPY SENT
APR 10 1986

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Lake | DIVISION<br>Oregon |

IN COMPANY WITH
J. Thackery, Project Manager; OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>4/7/86 | INSPECTION MADE BY<br>D. B. Carter, Area Engineer | PROJECT NO.<br>BRF-[illegible] D.C. |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Unsatisfactory | TIME ELAPSED<br>SEE BELOW% | WORK COMPLETED<br>99 % |

### FREMONT HIGHWAY BRIDGES SECTION
### FREMONT HIGHWAY
### Grading, Paving & Structures

This project provided for the replacement of three structures and the associated approach work. The three work sites are in the vicinity of Silver Lake and are located at M. P. 44.76 (Buck Crk), M. P. 50.74 (Murdock Crk) and M. P. 52.96 (Paulina Marsh).

The three structures are complete except for some miscellaneous work. The approach paving remains to be done also. This work will be done as weather permits.

The progress of the work has been listed as unsatisfactory as the contractor did not complete the structural work within the specified 150 calendar days. The project time provided that all work except the wearing course of the pavement was to be done within 150 calendar days and that all work under the contract was to be completed by June 30, 1986. The contractor used approximately 199 calendar days to complete the work required under the 150 calendar day time limit. The contractor has not yet requested any time extensions.

The project included temporary traffic signals at the construction sites. The contractor proposed using two lane detours in lieu of the signals. The proposal was accepted and this change is included in a Price Agreement.

Piling revisions were required at the Paulina Marsh structure. Longer pilings were required than had been specified in the plans. Test piles were driven to determine the actual lengths required. The cost to perform the test pile work is approximately $18,500 and is included in Extra Work Order No. 1.

The 6 inch diameter utility hole constructed at all the sites may be difficult to use in some instances due to the bridge rail or guardrail posts being partially in conflict with the hole. Some modification of the posts may be required when the utility holes are placed in service.

This project was awarded on July 3, 1985 to R. L. Coats of Bend, Oregon in the amount of $523,530. Work began on the project on September 23, 1985. Contract time began on July 17, 1985.

- DBC -

Form FHWA-1446A
(Rev. 2-84)

N

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Don Aman
Condemnation/Federal-Aid Coordinator

DATE: November 13, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Acquisition of Right-of-Way
Fremont Highway Bridges
Fremont Highway
Lake County
File Nos. 54889 through 54892

State funds in the amount of $4,500.00 have been authorized to purchase the above listed file as requested by your November 4, 1985 letter. If expenses are expected to overrun the authorized amount, please request an additional authorization.

Prefix C019-2026 has been assigned for costs necessary to acquire the property.

RDF:bkb;pf

cc: Benny Vaughan
Alan Lightner
General Files

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: November 4, 1985

FROM: Donald C Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Programming Request
Fremont Highway Bridges
Fremont Highway
Lake County
BRF - 16(5)

We have received four files on the above project which is currently under contract. The contract was set up using traffic signals for control during construction but, has now been changed to use detours. Permits of entry have been obtained.

The acquisition of this right-of-way is estimated at $4,500 and does not require a relocation or moving allowance.

Please program the acquisition of this right-of-way with State funds and provide us with a prefix.

The acquisition of the right-of-way covers files 54889 through 54892.

DA:pr

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 05 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

ROAD DESIGN-HIGHWAY DES 16

Jerry Thackery
Project Manager

August 13, 1985

Fred Eriksen
Fred Eriksen
Design Supervisor

RECEIVED
AUG 13 1985
ROAD DESIGN SECTION

RDE
FDE
LE
SE
FPO
PDE
LFE
STE

BPC
PJM
CA
Copy All
Return To
B/U / /

Fremont Highway Bridges
Fremont Highway
Lake County

I was informed, August 7, 1985, by Mike Anderson of your office, that the Contractor on this bridge replacement project had proposed to construct detours to handle traffic, instead of using traffic signals for one-way traffic as specified in the contract. I understand he proposes to do this at no increase in project cost.

Detours were briefly considered in the design stage but, due to the need for easements, concern for occupying wetlands temporarily and time required for obtaining DSL and corps permits were not included in the plans.

We have no objection to detours for traffic handling if the Contractor obtains the easements and permits and will do the project work for no increase in project cost. Don Keyes (378-6265) said he would be available to assist with the Corps permits, which he obtains for all of our contracts. John Marks (378-6558) obtains our DSL permits and could be helpful. Fish and Wildlife should be advised of the change in plan.

The design criteria we would use for the detour speed of not less than 40 m.p.h. 11 ft. lanes and 1 ft. shoulders for a 24-foot total roadway surface, 2 ft. for Surfacing slope for a 28-foot subgrade. The base design, from the surfacing Unit, is an oil mat with 1¼" thickness (needn't be an 0-11) and 12 inches of aggregate base. This design is adequate for 3 to 4 months and the oil mat will allow centerline and shoulder striping. The alignment could be 10 degree reversing curves with maximum super of 0.04 ft./ft. I used 45 feet for the maximum detour centerline offset from the R/W centerline and found the Highway centerline length from beginning to opposite the 45-foot point, to be about 318 feet. This makes the detour 636 feet long. The 45-foot number provides approximately 10 feet between the outside of the new bridge and the back of a guardrail on the detour.

We would put guardrail on each side of the detour at the stream crossings, probably about 100 feet on each side.

Hydraulics (Gene Finley) has estimated the culvert sizes needed for the detour in the next couple of months as follows: Buck Creek - 60 inch pipe, Murdock Creek - 48 inch pipe, Paulina Marsh - 60 inch pipe. We would also specify a clean rock fill in any water, to a foot above the existing water elevation.

We need to stay with the 36-foot roadway and bridge width, but with detours, there is no need to use the Construction centerline offset. The roadway and bridges should be built on the R/W centerline.

FE:mg

cc: Steve Macnab mb

July 15, 1985

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

CON 5

#10,078

**Gentlemen or Ladies:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,078 for work on the Fremont Highway Bridges Section in Lake County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: **Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034**

bbc:
Jerry Thackery
C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen

**R. L. COATS, General Contractor**
2975 N.W. SKYLINE RANCH ROAD • P.O. BOX 1008 • BEND, OREGON 97701 • 382-2166 or 382-5368

June 28, 1985

Robert W. Gormsen
Room 121 Transportation Building
Salem, Oregon 97310

RE: Assigned Contract Goals for Disadvantaged Business Enterprise and Women Business Enterprise Participation.

Dear Mr. Gormsen:

The following Disadvantaged Business Enterprise and Women Business Enterprise will be employed as a subcontractor on the construction of the Fremont Highway Bridges on Fremont Highway in Lake County.

| | |
|---|---|
| Disadvantaged Goals | 8% |
| Women Goals | 1% |

EMW CONSTRUCTION
20008 Alderwood Circle
Bend, Oregon 97702

Subcontract for installing and supplying Prestressed Slabs

| Item No. | Item | Unit | Quantity | Unit Price | Total Price |
|---|---|---|---|---|---|
| 57 | 4'x45'/50' Prestressed Slabs | Each | 18 | 2793.00 | $50,274.00 |
| | TOTAL | | | | $50,274.00 |

Sincerely,

RL. Coats

R. L. Coats
Owner

RLC/wm

RECEIVED
JUL 1 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,078jc

Con 14-1
Buck

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-16(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lake

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40037
40041
40092

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO Potter
FOR

Orig w/ att. to 6/12

7. DATE AUTHORIZATION EFFECTIVE June 5, 1985

8. FEDERAL ROUTE NUMBER Primary 16

9. STATE ROUTE NUMBER Primary 19

10. GENERAL LOCATION:

Fremont Highway Bridges (Br #03907-019-14476 Buck Cr.: Br# 03909-019-15074 Murdock Cr. and Br #01552-019-05296, Paulina Marsh).

11. GENERAL DESCRIPTION OF WORK

Grading, Paving and Structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6-3-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-3-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $680,876, Federal Funds $544,699.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
3907A

In Reply Refer to
File No.:

March 28, 1985

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

**ORIGINAL SIGNED**
**JERALD E. BACKSTRAND**
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Buck Creek Bridge 3907A
MURDOCK
Murder Creek Bridge 3909A and Paulina Marsh 1552A
Fremont Highway Bridges
Fremont Highway
Lake County

Enclosed are two reduced prints of Drawings 40510, 40511, Sheets 4, 5 and 6 which are the preliminary plan and elevations and vicinity maps for these structures.

The alignment and roadway width are in accordance with the standards governing the project. (See the attached memo)

The estimated costs of these structures, including an allowance for engineering and contingencies, are:

| | |
|---|---|
| Buck Creek Bridge | $ 72,000 |
| Murdock Creek Bridge | 76,000 |
| Paulina Marsh Bridge | $137,000 |

We request your approval of our preliminary plans.

GHB:smd

Enclosures

~~cc~~ E. S. Hunter
Program Section
Rick Kuehn
Dale Allen
Cam Gilmour

RECEIVED
STATE HWY ENGR
APR 1 '85
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

November 14, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BRF-16(5)
Fremont Highway Consultant Bridge Proposals
Bridge Nos. 3907A, 3909A, 1552A

We have reviewed Mr. Backstrand's submittal of October 24 and the Consultant's Hydraulic Study dated September 1984 on the three Fremont Highway Bridges (Br. Nos. 3907A, 3909A, and 1552A). We have also reviewed the site with your hydraulic engineers and Mr. Fiala our Regional Hydraulic Engineer. It appears that the consultant was confused with your instructions and the hydrology of these structure sites was too complex for a straight forward bridge length determination.

We recommend that the Consultant's contract be terminated and that State hydraulic experts and State bridge design people study the complex hydrology problems including runoff, roadside equalization, lake storage effect, structure sizing, and complete the design.

Sincerely yours,

For J Hatchell
Dale E. Wilken
Division Administrator

cc:
OSHD (J Backstrand)w/att
OSHD (W Hart)
OSHD (G Potter)

cy- Hart Pls. Handle
11-16-84

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
NOV 15 '84
REFER TO
Hunter
FOR
Act ✓

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208-2946

August 28, 1984

Reply to
Attention of:
Navigation Division (NPPOP-RF-1)

Subject: 071-OYA-4-005539 (Murdock Creek - Bank Protection)

Oregon Department of Transportation, Highway Division
Transportation Building
Salem, Oregon 97310

Gentlemen:

This is in response to your request for a Department of the Army permit to place approximately 78 cubic yards (total) for protection of the new concrete bridge abutments and wingwalls in Murdock Creek near Silver Lake, Oregon.

Based on the information provided, your proposed work is authorized under the "nationwide permit," 33 CFR 330.5(a)(13)and(25). An individual permit is not required, provided you follow the Management Practices under 33 CFR 330.6(a)(1-8) and meet conditions under 33 CFR 330.5(b)(1-9) listed on the attached page. Therefore, your application and attached drawing are being returned to you.

If you have any questions concerning this matter, contact Jerome Simpson, Coordinator, Regulatory Functions Branch, at the above address or call (503) 221-6995.

Sincerely,

G A Newgard
G. A. Newgard
Chief, Regulatory Functions Branch

Enclosure

CF: ODSL
Century West Engineering Corporation.

Orig - Walt Hunt
Pls Handle
9-4-84

RECEIVED
STATE HWY ENGR

SEP 4 '84

REFER TO
Hunter

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

## FEDERAL REGULATIONS FOR NATIONWIDE PERMITS

Federal Register / Vol. 47, No. 141 / Thursday, July 22, 1982 / Rules and Regulations

### § 330.4 Nationwide permits for discharges into certain waters.

(a) *Authorized discharges.* Discharges of dredge or fill material into the following waters of the United States are hereby permitted provided the conditions listed in paragraph (b) of this section below are met:

(1) Non-tidal rivers, streams and their lakes and impoundments, including adjacent wetlands, that are located above the headwaters.

(2) Other non-tidal waters of the United States (see 33 CFR 323.2(a)(3)) that are not part of a surface tributary system to interstate waters or navigable waters of the United States.

(b) *Conditions.* The following special conditions must be followed in order for the nationwide permits identified in paragraph (a) of this section to be valid:

(1) That the discharge will not be located in the proximity of a public water supply intake;

(2) That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or destroy or adversely modify the critical habitat of such species. In the case of Federal agencies, it is the agencies' responsibility to review its activities to determine if the action "may affect" any listed species or critical habitat. If so, the Federal agency must consult with the Fish and Wildlife Service and/or the National Marine Fisheries Service;

(3) That the discharge will consist of suitable material free from toxic pollutants in toxic amounts;

(4) That the fill created by the discharge will be properly maintained to prevent erosion and other non-point sources of pollution;

(5) That the discharge will not occur in a component of the National Wild and Scenic River System.

(6) That the best management practices listed in § 330.6 of this Part should be followed to the maximum extent practicable.

### § 330.5 Nationwide permits for specific activities.

(a) *Authorized activities.*

(b) *Conditions.* The following special conditions must be followed in order for the nationwide permits identified in paragraph (a) of this section to be valid:

(1) That any discharge of dredged or fill material will not occur in the proximity of a public water supply intake;

(2) That any discharge of dredged or fill material will not occur in areas of concentrated shellfish production unless the discharge is directly related to a shellfish harvesting activity authorized by paragraph (a)(4) of this section.

(3) That the activity will not jeopardize a threatened or endangered species as identified under the Endangered Species Act, or destroy or adversely modify the critical habitat of such species. In the case of Federal agencies, it is the agencies' responsibility to review its activities to determine if the action "may affect" any listed species or critical habitat. If so, the Federal agency must consult with the Fish and Wildlife Service and/or National Marine Fisheries Service;

(4) That the activity will not significantly disrupt the movement of those species of aquatic life indigenous to the waterbody (unless the primary purpose of the fill is to impound water);

(5) That any discharge of dredged or fill material will consist of suitable material free from toxic pollutants (See Section 307 of Clean Water Act) in toxic amounts;

(6) That any structure or fill authorized will be properly maintained;

(7) That the activity will not occur in a component of the National Wild and Scenic River System; and

(8) That the activity will not cause an unacceptable interference with navigation.

(9) That the best management practices listed in § 330.6 of this Part should be followed to the maximum extent practicable.

### § 330.6 Management practices.

(a) In addition to the conditions specified in §§ 330.4 and 330.5 of this Part, the following management practices should be followed, to the maximum extent practicable, in the discharge of dredged or fill material under nationwide permits in order to minimize the adverse effects of these discharges on the aquatic environment. Failure to comply with these practices may be cause for the district engineer to recommend or the division engineer to take discretionary authority to regulate the activity on an individual or regional basis pursuant to § 330.7 of this Part.

(1) Discharges of dredged or fill material into waters of the United States shall be avoided or minimized through the use of other practical alternatives.

(2) Discharges in spawning areas during spawning seasons shall be avoided.

(3) Discharges shall not restrict or impede the movement of aquatic species indigenous to the waters or the passage of normal or expected high flows or cause the relocation of the water (unless the primary purpose of the fill is to impound waters).

(4) If the discharge creates an impoundment of water, adverse impacts on the aquatic system caused by the accelerated passage of water and/or the restriction of its flow, shall be minimized.

(5) Discharge in wetlands areas shall be avoided.

(6) Heavy equipment working in wetlands shall be placed on mats.

(7) Discharges into breeding areas for migratory waterfowl shall be avoided.

(8) All temporary fills shall be removed in their entirety.

This page contains only selected paragraphs concerning Nationwide Permit Conditions and Management Practices.

# JOINT APPLICATION FOR PERMIT

## U.S. ARMY CORPS OF ENGINEERS
## STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

| For Agency Use Only | For Agency Use Only |
|---|---|
| Corps of Engineers # 005539 | State of Oregon # |
| Date received | Date received |

RECEIVED
AUG 16 1984
REGULATORY FUNCTIONS BR

Name of Waterway Murdock Creek
River Mile
Local Name

Section 19 SW¼ of NE¼
Township 28S
Range 15E

Estimated Starting Date of Project May 1985
Estimated Completion Date of Project August 1985

| | |
|---|---|
| NAME OF APPLICANT ODOT, Highway Division | AUTHORIZED AGENT Century West Engineering Corporation |
| Address Transportation Building | Address P. O. Box 1174 |
| City, State, Zip Code Salem, Oregon 97310 | City, State, Zip Code Bend, Oregon 97709 |
| Phone: Work Area (503 378-6551 Home Area ( ) | Phone: Work Area (503) 388-3500 Home Area ( ) |
| PROJECT SUPERVISOR David Harmon | Phone: Work Area (503) 378-6551 Home Area ( ) |
| PROPERTY OWNER IF OTHER THAN APPLICANT N/A | PROJECT ADDRESS 2.9 miles east of the community of Silver Lake on Route 31 |
| Address | City, County, State Zip Code Lake County, Oregon |
| City, State, Zip Code | Assessor's Records-- Shown on Map # — Tax Lot # — |
| Phone: Work Area ( ) Home Area ( ) | Name of Subdivision — Lot Block |

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department: Lake County Road Department
Address: P. O. Box 908, Lakeview, OR 97630
Phone Number: (503) 947-3353

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

| Issuing Agency | Type of Approval | Identification # | Date of Application | Date of Approval |
|---|---|---|---|---|
| N/A | | | | |

[illegible] Form 358
OCT 1980
141-31-04-80

Inclosure 1

Has any agency denied approval for the activity described herein or for any other activity directly related to it?

☐ Yes ☒ No If yes, please explain in Remarks.

---

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

Lawrence Iverson
P. O. Box 97
Silver Lake, Oregon 97641

---

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

This project involves construction of a 50 ft. long concrete bridge as a replacement for the existing 37 ft. wood structure at the same location. Construction of a slightly longer bridge will require excavation of a wider stream channel within the bridge and placement of rip rap to protect the new concrete abutments and approach wingwalls. New channel widening should be performed from the existing road surface to reduce the potential of disturbing water quality. The new bridge construction will be staged so no detours will be required. Therefore, all above bank areas should not be disturbed and should retain its natural condition.

---

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE — cubic yards annually, and 78 cubic yards for the total project.

☒ Riprap ☐ Rock ☐ Gravel ☐ Sand ☐ Silt ☐ Clay ☐ Organic

REMOVAL WILL INVOLVE — cubic yards annually, and 380 cubic yards for the total project.

☐ Rock ☐ Gravel ☐ Sand ☒ Silt ☐ Clay

---

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

The Oregon Department of Transportation, Highway Division, proposes to replace the 37 ft. long wood bridge across Murdock Creek, east of the community of Silver Lake, with a 50 ft. long concrete structure with wider traffic lanes. Construction of the new bridge will be staged with State Route 31 traffic first using half of the wooden bridge while a portion of the new bridge is constructed, and then the traffic will be detoured onto the new bridge section while the rest of the wood structure is razed and then replaced. Most of the bridge construction, stream channel widening, and rip rap placement will be done from the bridge surfaces or from the asphalt pavement approaches to minimize impact on the stream. Excavated silt soil will be removed from the work site for disposal and new clean rip rap will be placed to protect the stream banks. Channel excavation will occur only within the new structure so minimum disturbance to the area will be noted.

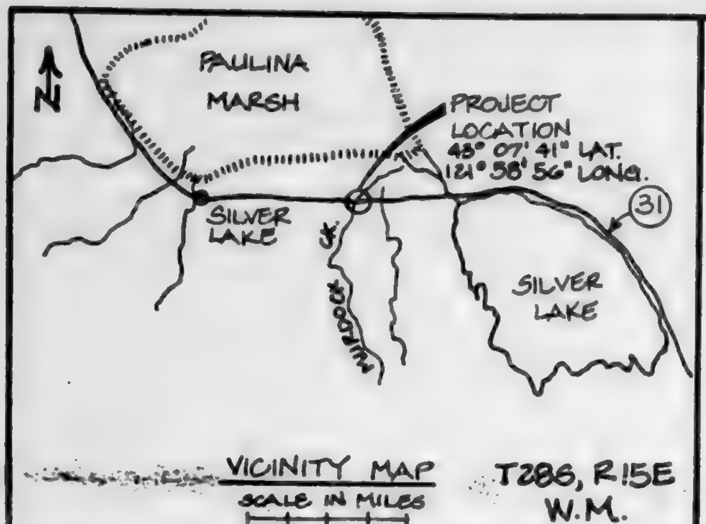
---

Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the prop activities.

Ward P Crane P.E.

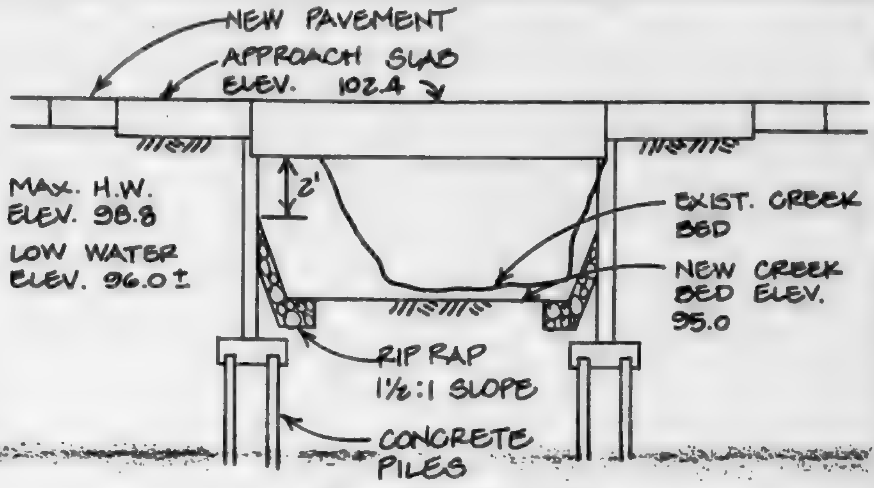
Signature of Applicant or Authorized Agent

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."


PAULINA
MARSH
PROJECT
LOCATION
43° 07' 41" LAT.
121° 38' 56" LONG.
SILVER
LAKE
SILVER
LAKE
MURDOCK CR.
31
N
SCALE IN MILES
0 1 2 3 4

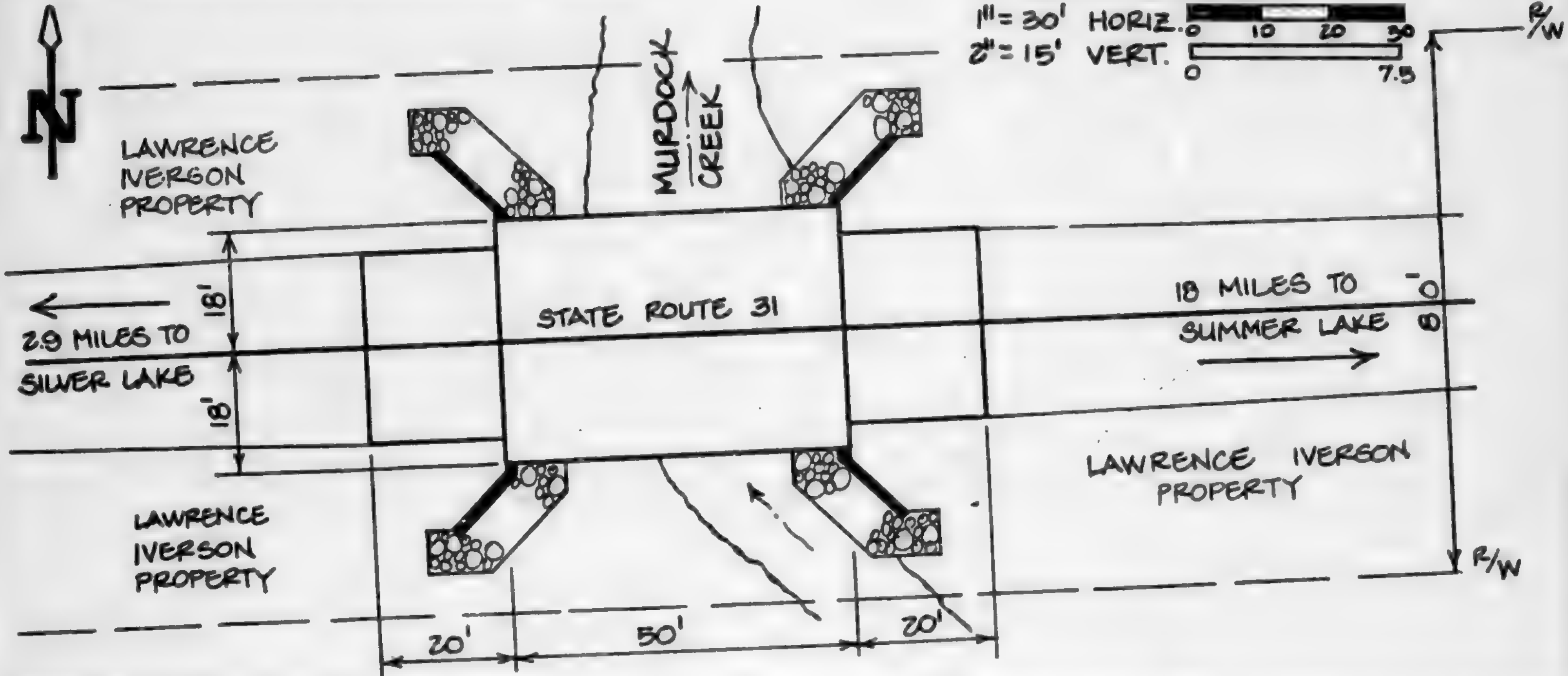
VICINITY MAP

T28S, R15E
W.M.


NEW PAVEMENT
APPROACH SLAB
ELEV. 102.4
MAX. H.W.
ELEV. 98.8
LOW WATER
ELEV. 96.0±
2'
EXIST. CREEK
BED
NEW CREEK
BED ELEV.
95.0
RIP RAP
1½:1 SLOPE
CONCRETE
PILES

℄ PROFILE

1" = 30' HORIZ. 0 10 20 30
2" = 15' VERT. 0 7.5


N
R/W
LAWRENCE
IVERSON
PROPERTY
MURDOCK
CREEK
18'
18'
STATE ROUTE 31
2.9 MILES TO
SILVER LAKE
18 MILES TO
SUMMER LAKE
℄
LAWRENCE IVERSON
PROPERTY
LAWRENCE
IVERSON
PROPERTY
R/W
20'
50'
20'

NOTES:

1. APPROX. 78 CU. YDS. OF ROCK FOR RIPRAP TO BE PLACED BY BACKHOE.
2. APPROX. 380 CU. YDS. OF CREEK CHANNEL SILT SHALL BE REMOVED FOR BRIDGE ENLARGEMENT.

PLAN

0 10 20 40 60
SCALE IN FEET

PURPOSE: REPLACE EXISTING
CONCRETE BRIDGE
DATUM: PK NAIL ℄ HWY. AT
STA. 4957 + 80. ASSUMED
ELEV. = 100.00.
ADJACENT PROPERTY OWNER:
LAWRENCE IVERSON

PROPOSED CONCRETE
BRIDGE REPLACEMENT
ON: MURDOCK CREEK
NEAR: COMMUNITY OF
SILVER LAKE.
LAKE COUNTY, OREGON
APPLICANT: O.S.H.D.
AUG. 9, 1984 SHT. 1/1

[illegible]

N 19-1
Buck
Creek

AGR

Walt Hart
Attn: Jimmy Hansen
BRIDGE SECTION

April 6, 1984

Robert W. Gormsen
COMMISSION SERVICES

MISC. CONTRACTS and
AGREEMENTS No. 8100

Attached for transmitting to Century West Engineering Corporation is a fully executed copy of a personal service contract for engineering services to be provided for various bridges on the Fremont Highway.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

| | |
|---|---|
| South Branch Buck Creek Br. #3907A | M.P. 44.76 |
| Murdock Creek Bridge #3909A | M.P. 50.74 |
| Paulina Marsh Br. #1552A | M.P. 52.96 |

fkn

Attn.

cc Jack Sollis (agree. att.)
Ed Marges

CCM 17-1

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 6, 1984

In Reply Refer to
File No

David J. Newton, P.E.
Century West Engineering Corp.
P. O. Box 1174
Bend, OR 97709

Personal Service Contract
Fremont Highway Bridges Project

Enclosed for your records is a fully executed personal service contract for preconstruction engineering services to be provided for the South Branch Buck Creek, Murdock Creek and Paulina Marsh Bridges on the Fremont Highway in Lake County. The ODOT Program Section notified us April 3 that all necessary approvals except the certificate of insurance had been obtained. We received your certificates of insurance April 5, and you may now begin work on the project. All work shall be done by August 18, 1984 based on Paragraph 2.b. of the Contract.

Enclosed is material from our files that may be of use. There is additional information available on the existing bridge in the files of the Bridge Section. Most of that information is on microfilm, and may be viewed by contacting the project manager.

Please continue to work exclusively through the project manager, Jimmy S. Hansen. Jim will contact you this week to arrange an on-site pre-design meeting with one of my Design Supervisors and a Region 4 representative. For questions about Field Location Work, you may contact Ken Eddy, Region 4 Design Specialist, 63055 N. Highway 97, P. O. Box 5309, Bend, OR 97708, telephone 388-6191.

Walter J. Hart, P.E.
Bridge Engineer

Enclosures
cc: H. S. Coulter
Program Section
Commission Services
Region 4 /w/ Contract
FHWA

Form 734-3122

[illegible]

CON 17-1
Buck Cr.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-16(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lake

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40037

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/84

8. FEDERAL ROUTE NUMBER Primary 16

9. STATE ROUTE NUMBER Primary 19

10. GENERAL LOCATION:
South Branch Buck Creek (M.P. 44.76) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/26/84 I approve the revised Preliminary Engineering costs to a TEC of $27,680 Federal Funds $22,144.

(Increase TEC $6,680 Federal Funds $5,344)

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
Potter
FOR

| Info | [illegible] | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to
4/11

14. DATE 4/3/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,071

CON 19-
Murdock

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-16(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lake

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4-7-84

4. PROGRAM NO.

5. ITEM NO. 40041

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/84

8. FEDERAL ROUTE NUMBER Primary 16

9. STATE ROUTE NUMBER Primary 19

10. GENERAL LOCATION:
Murdock Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/26/84 I approve the revised Preliminary Engineering costs to a TEC of $27,680 Federal Funds $22,144.

(Increase TEC $6,680 Federal Funds $5,344)

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO Potter
FOR

DMS
4/11

14. DATE 4/3/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

CON 19-1t

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-16(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lake

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40092

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/84

8. FEDERAL ROUTE NUMBER Primary 16

9. STATE ROUTE NUMBER Primary 19

10. GENERAL LOCATION:

Paulina Marsh Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested by Mr. Potter's letter of 4/26/84 I approve the revised Preliminary Engineering costs to a TEC of $50,660 - Federal Funds $40,528.

(Increase TEC $25,160 - Federal Funds $20,128)

RECEIVED
STATE HWY ENGR
APR 20 '84
REFER TO Potter
FOR

| Info | Initial | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to
4/23

14. DATE 4/3/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

cc: OSHD (Mr Coulter)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See Below

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lake

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO.
40037
40041
40092

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/84

8. FEDERAL ROUTE NUMBER Primary 16

9. STATE ROUTE NUMBER Primary 19

10. GENERAL LOCATION:
BRF-16(1) South Branch Buck Creek (M.P. 44.76 Br Sect
BRF-16(2) Murdock Creek Bridge Section
BRF-16(3) Paulina Marsh Bridge Section

11. GENERAL DESCRIPTION OF WORK
Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3/26/84 and contingent upon modification of Project Agreement if additional funds are required, I approve the consultant agreement with Century West Engineering Corporation and you are authorized to proceed with the preliminary engineering covered by the Agreement on an actual cost basis estimated to be $75,821.33 - Federal funds $60,657 which includes a fixed fee of $6,634.61.

An approved copy of the Agreement is returned herewith.

(BRF-16(1) $16,680.69; BRF-16(2) $16,680.69, and BRF-16(3) $42,459.95)

RECEIVED
STATE HWY ENGR
APR 9 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. 4/9

14. DATE 4/3/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

SCN 19-1
Paulina Marsh

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-16(3)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lake

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40092

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/84
8. FEDERAL ROUTE NUMBER Primary 16
9. STATE ROUTE NUMBER Primary 19

10. GENERAL LOCATION:
Paulina Marsh Bridge #1552

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/26/84 I approve the revised Preliminary Engineering costs to a TEC of $50,660, Federal Funds $40,528.

(Increase TEC $25,160, Federal Funds $20,128)

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
Potter
FOR
| info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to
4/11

14. DATE 4/3/84
15. SIGNATURE OF APPROVING OFFICIAL G.K. H[illegible]
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 77-4
Paulina
Marsh

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 26, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration
[illegible]

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Personal Services Contract and Program Change
Projects BRF-16(1), BRF-16(2) & BRF-16(3)
Fremont Highway
Lake County

Enclosed for your approval are two copies of a fully executed Personal Services Contract between Century West Engineering Corporation and the State Highway Division on the above listed projects. The estimated total cost for work by the Consultant is $75,821.33.

I further request the following:

1) Authorization to proceed with work by the Consultant with total cost and Federal funds allocated on each of the projects as follows:

| PROJECT NO. | SECTION | TOTAL COST | FEDERAL FUNDS |
|---|---|---|---|
| BRF-16(1) | S Branch Buck Cr. Br. | $16,680.69 | $13,345.00 |
| BRF-16(2) | Murdock Cr. Br. | 16,680.69 | 13,345.00 |
| BRF-16(3) | Paulina Marsh Br. | 42,459.95 | 33,967.00 |
|  |  | $75,821.33 | $60,657.00 |

2) Approval of a program change to increase the estimated total cost and Federal funds on each of the projects with revised financing as follows:

|  |  | TOTAL COST | FEDERAL FUNDS |
|---|---|---|---|
| BRF-16(1) | Present Authorization | $21,000 | $16,800 |
|  | Additional Requested | 6,680 | 5,344 |
|  | TOTAL | $27,680 | $22,144 |
| BRF-16(2) | Present Authorization | $21,000 | $16,800 |
|  | Additional Requested | 6,680 | 5,344 |
|  | TOTAL | $27,680 | $22,144 |

| | | TOTAL COST | FEDERAL FUNDS |
|---|---|---|---|
| BRF-16(3) | Present Authorization | $25,500 | $20,400 |
| | Additional Requested | 25,160 | 20,128 |
| | TOTAL | $50,660 | $40,528 |

3) The return of one copy of the agreement approved for our files.

CL:pf

cc: Ed Marges
Jim Hansen, Bridge
General Files

10,27?                                                                                    19W

# PROJE( PROSPECTUS
## PART 4 — SURVEY AUTHORITY

11-21-83

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION ~~Paulina Marsh Bridge Unit~~ Lake Co
Fremont Highway Bridges (Bridges 3907, 3909, (1552) Sect

REGION IV

SURVEY AUTHORITY Hwy #19

AUTHORIZATION NO. 1

PREFIX 19-1933

DATE

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 2,200 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | 50 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 250 | 935 SOILS | | |
| 904 CONSULTANT | | 17,300 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 520 | 920 PROGRAM MANAGEMENT | | 250 | 937 HYDRAULICS | | 1,000 |
| 906 BRIDGE DESIGN | | 2,700 | 921 SPECIFICA-TIONS | | 810 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 110 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 210 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 25,500 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-16(3)

LOCATION ENGINEER'S REMARKS

Consultant to perform all preliminary engineering through P S & E including Hydraulic Study and Foundation Investigation. ✓

..l.. Versteeg ✓
...... Anderson
...... Adams
...... Macnab
...... Stoudenmeyer
...... Terpin
...... Trout
...... Wekerlig

RECEIVED
DEC 2 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To ..........
Bring Up ..../..../....
Action ..........

Approved by Hwy Engr 7-5-83

| | | | |
|---|---|---|---|
| PREPARED BY J.E.Chidsey | DATE 10-21-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 11/21/83 |
| RECOMMENDED, ~~REGION ENGINEER~~ BRIDGE ENGINEER X | DATE 10-21-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE |
| RECOMMENDED, LOCATION ENGINEER X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-15-83 | |

734-1914 (7-82)

Lce

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02045

REGION IV

SECTION Paulina Marsh (M.P. 52.96) Bridge #1552

|  |  |  |  |
|---|---|---|---|
| STATE HIGHWAY # 19 | HIGHWAY NAME Fremont | MILE POST FROM ~~44.76~~ 52.9 TO ~~52.96~~ 53.0 | LENGTH ~~0.26 mi~~ 0.1 Mi. |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY Lake | ROAD/STREET NAME |
| ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) |  |

| COST ESTIMATES (000's) |  |  |
|---|---|---|
| PRELIMINARY ENGINEERING |  | $ ~~42~~ 255 |
| RIGHT OF WAY |  | $ |
| ROADWAY | $ ~~120~~ 10 |  |
| STRUCTURES | $ ~~248~~ 134 |  |
| SIGNALS | $ |  |
| ILLUMINATION | $ |  |
| TEMPORARY PROTECTION | $ ~~40~~ 20 |  |
| Remove Exist Bridges | $ ~~21~~ 12 |  |
| 40% ENGINEERING & CONTINGENCIES | $ ~~172~~ 82 |  |
| TOTAL CONSTRUCTION |  | $ ~~601~~ 288 |
| TOTAL ESTIMATE |  | $ ~~643~~ 313.9 |

| PROJECT DATA |  |  |
|---|---|---|
| GRADING | (✓) | X |
| PAVING | (✓) | X |
| STRUCTURES | (✓) | X |
| SIGNING | (✓) |  |
| SIGNALS | (✓) |  |
| ILLUMINATION | (✓) |  |
|  |  |  |
| ENVIRONMENTAL CLASS | (1,2,3) | 2 |
| DESIGN CATEGORY | (1-7) | 7 |
| WORK TYPE | (1-12) | 2 |

| RIGHT OF WAY |  |  |
|---|---|---|
| FILES | (#) |  |
| ACRES | (#) |  |
| RELOCATIONS | (#) |  |
| **WORK BY STATE/CONSULTANT/APPLICANT** |  |  |
| PRELIMINARY ENGINEERING | (S,C,A) | C |
| CONSTRUCTION ENGINEERING | (S,C,A) | C |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) |  |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) |  |

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

|  |  |  |  |
|---|---|---|---|
| FINANCING/PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 84 | RECOMMENDED FUNDING SOURCE HBR | RECOMMENDED PROGRAM YEAR 1984 |

## RECOMMENDED PROGRAM REVISIONS

|  |  |  |  |  |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR YR | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR YR | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 3 | 3 |
| SIGNALS (#) |  |  |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 530 |  |
| YEAR OF AVERAGE DAILY TRAFFIC | 1982 |  |

DEFINE THE PROBLEM
The existing ~~three~~ timber trestle bridge built in 1940 have deteriorated to the point that the maintenance is becoming excessive. This structure has minimal horizontal clearance and substandard rails.

PROPOSED SOLUTION
Replace the structure with concrete bridge improving the horizontal clearance.

|  |  |  |  |  |
|---|---|---|---|---|
| REQUESTED ~~REGION ENGINEER~~ BRIDGE ENGINEER<br>X Walter J. [illegible] | DATE 10-21-83 |  |  |  |
| APPROVED. ASST HWY ENG FOR OPERATIONS<br>X | DATE |  |  |  |
| APPROVED. ASST. HWY ENG FOR ADMINISTRATION<br>X | DATE | TRANSP COMM APPROVAL DATE | PROGRAM YEAR | FUNDING |

## PROJECT PROSPECTUS
### PART 1 — PROJECT REQUEST (Cont.)

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION
Fremont Highway Bridges(Bridges ~~3907, 3909~~, 1552)

REGION
IV

### PROJECT JUSTIFICATION

The ~~three~~ bridge~~s~~ has ~~have~~ exceeded their economic life and need replacement. The Sufficiency Ratings for these bridge~~s~~ are:

| BRIDGE | BRIDGE NO. | SUFFICIENCY RATING |
|---|---|---|
| ~~South Branch Buck Creek~~ | ~~3907~~ | ~~21.0~~ |
| ~~Murdock Creek~~ | ~~3909~~ | ~~21.6~~ |
| Paulina Marsh | 1552 | 23.9 ✓ |

### ADMINISTRATION RECOMMENDATION

# PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Fremont Highway Bridges (Bridges ~~3907, 3909,~~ 1552)

REGION IV

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | C ~~S~~ | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | C ~~S~~ | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | C ~~N~~ | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | C | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | C ~~S~~ | SECTION 106 | N |
| VICINITY MAP | C | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | C | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | C | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) | NEW (#) |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | |

UTILITIES (LIST BELOW)

COMPANIES

| DESIGN SPEED | DESIGN STANDARDS |
|---|---|
| | |

## TYPICAL SECTION

## EXISTING

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 1 | | | 10 | × | 10 | | | 1 | | | | |
| | | | | 4 | | | 12 | | 12 | | | 4 | | | | |

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | ~~40'~~ | ~~32'~~ | ~~57,000~~ | BRIDGE 5 | | | |
| BRIDGE 2 | ~~40'~~ | ~~32'~~ | ~~57,000~~ | BRIDGE 6 | | | |
| BRIDGE 3 | 95' | 32' | 134,000 | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date

734-1912 (7-82)

## PROJECT PROSPECTUS
### PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION
Fremont Highway Bridges ~~(Bridges 3907, 3909~~, 1552)

REGION
IV

ESTIMATED RIGHT-OF-WAY IMPACTS
No additional right of way anticipated. Impact on existing right of way will be minimal.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN
None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY
New structures will provide better horizontal clearance.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES
Minimal impact on streams during construction.

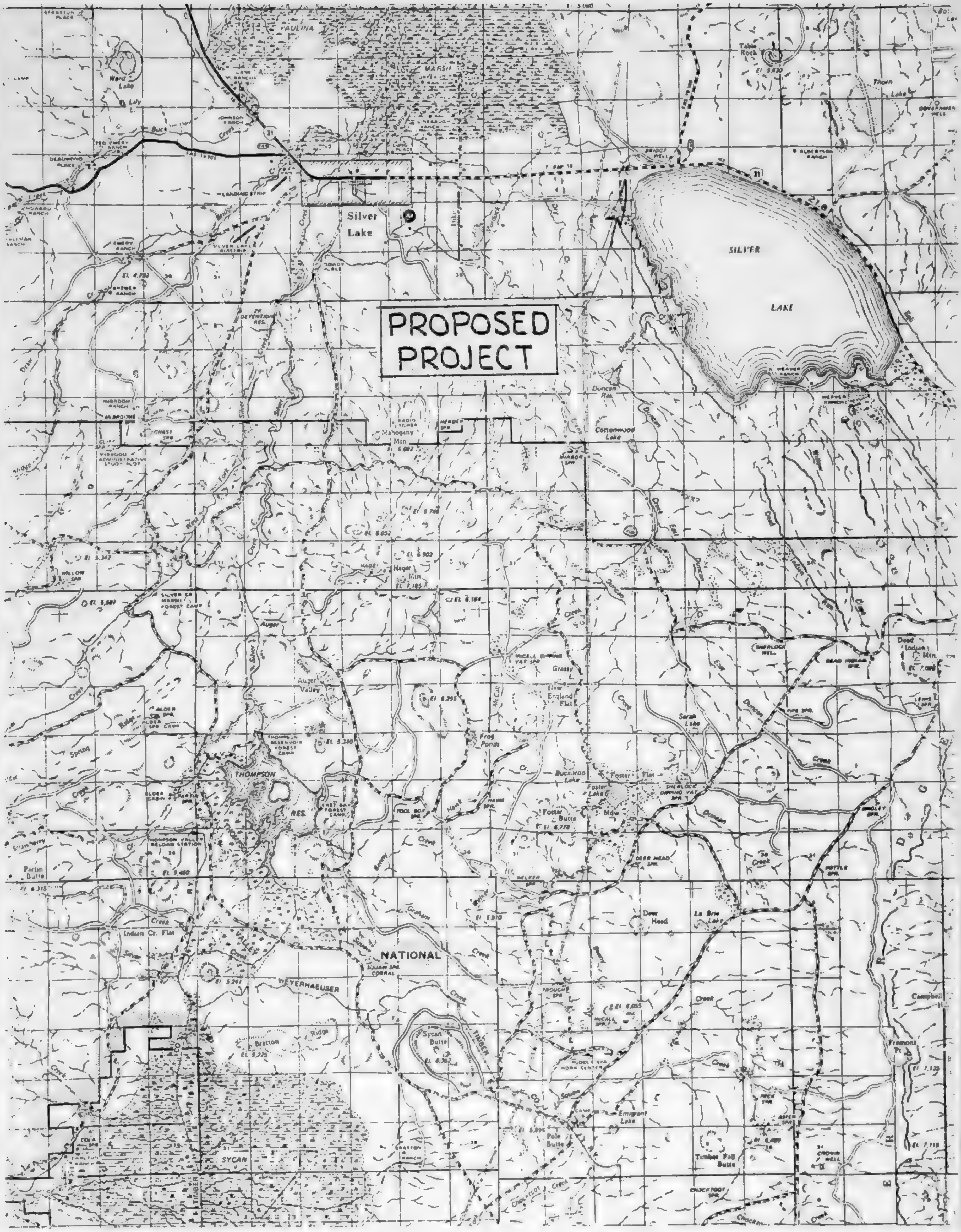
ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES
None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES
None

RECOMMENDED PROJECT CLASSIFICATION
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

| | | |
|---|---|---|
| PREPARED BY<br>X J.E.Chidsey | TELEPHONE NUMBER<br>378-6551 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |



PROPOSED PROJECT
PAULINA MARSH
Ward Lake
Lily L.
Buck Creek
Silver Lake
Landing Strip
Silver Lake Airstrip
Emery Ranch
SILVER LAKE
Table Rock
EL 5,630
Thorn Lake
Government Well
Weaver Ranch
Duncan Res.
Cottonwood Lake
Mahogany Mtn.
EL 5,082
Hager Mtn.
EL 7,185
Silver Cr. Forest Camp
Willow Spr.
Auger Valley
Auger Creek
Grassy
New England Flat
Sarah Lake
Frog Ponds
Buckaroo Lake
Foster Flat
Foster Lake
Foster Butte
EL 6,778
Sherlock Well
Dead Indian Mtn.
Duncan Creek
THOMPSON RES.
Thompson Reservoir Forest Camp
East Bay Forest Camp
Thompson Valley Reload Station
Alder Spr. Camp
Partin Butte
Strawberry
Spring Creek
Indian Cr. Flat
Deer Head
Le Brie Lake
NATIONAL
WEYERHAEUSER
Squaw Spr. Corral
Graham Creek
Bratton Ridge
Sycan Butte
TIMBER
Emmons Lake
Pole Butte
Timber Fall Butte
Campbell
Fremont
SYCAN
Chocktoot Creek

Lake

# PROJEC PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

Lake County

| | |
|---|---|
| KEY ID# | |
| SECTION | Fremont Hwy. Bridges (Murdock Cr. Br. #3909) |
| REGION | 4 |

## SURVEY AUTHORITY

| AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|
| 2 | 19-1931 | 4-24-84 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 2,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | 300 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 200 | 935 SOILS | | 200 |
| 904 CONSULTANT | | 16,680 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 500 |
| 906 BRIDGE DESIGN | | 1,500 | 921 SPECIFICATIONS | | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 100 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 4,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 100 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 27,680 |
| PREVIOUS AUTHORIZATION | | $ 21,000 |
| ADD. AUTH. REQUIRED | | $ 6,680 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRF-16(2)

LOCATION ENGINEER'S REMARKS

RECEIVED
MAY 24 1984
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
cy Adams Bud
cy Macnab
2 Edwards E
Terpin
3 Trout
cy Wakerlig

Do Not File ☐
Return To
Bring Up
Action

Bring Up

| | | | |
|---|---|---|---|
| PREPARED BY<br>Norman S. Davis | DATE<br>4-24-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X Duane E. Schwartz | DATE<br>5/15/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X George | DATE<br>5/14/84 |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. Kapin | DATE<br>5/11/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7-82)

# PROJEC. PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

Lake County

SECTION Fremont Hwy. Bridges (S. Branch Buck Cr. Br. #3907)

REGION 4

## SURVEY AUTHORITY

AUTHORIZATION NO. 2

PREFIX 19-1932

DATE 4-24-84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 2,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | 100 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 200 | 935 SOILS | | 200 |
| 904 CONSULTANT | | 16,680 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 500 |
| 906 BRIDGE DESIGN | | 1,500 | 921 SPECIFICATIONS | | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 100 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 4,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 100 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 27,680 |
| PREVIOUS AUTHORIZATION | | $ 21,000 |
| ADD. AUTH. REQUIRED | | $ 6,680 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-16(1)

LOCATION ENGINEER'S REMARKS

Bring Up

| | | | |
|---|---|---|---|
| PREPARED BY<br>Norman S. Davis | DATE<br>4-24-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, REGION ENGINEER<br>X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X George | DATE<br>5/14/84 |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. Pe[illegible] | DATE<br>5/11/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Lake County

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

REGION 4

SECTION Fremont Hwy. Bridges (Paulina Marsh Br. #1552)

| SURVEY AUTHORITY | AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|---|
| | 2 | 19-1933 | 4-24-84 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 2,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | 50 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 250 | 935 SOILS | | |
| 904 CONSULTANT | | 42,460 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 520 | 920 PROGRAM MANAGEMENT | | 250 | 937 HYDRAULICS | | 1,000 |
| 906 BRIDGE DESIGN | | 2,700 | 921 SPECIFICATIONS | | 810 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 110 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 210 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 50,660 |
| PREVIOUS AUTHORIZATION | | $ 25,500 |
| ADD. AUTH. REQUIRED | | $ 25,160 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-16(3)

LOCATION ENGINEER'S REMARKS

Bring Up

| | | | |
|---|---|---|---|
| PREPARED BY<br>Norman S. Davis | DATE<br>4-24-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>5/15/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X George | DATE<br>5/14/84 |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. | DATE<br>5/11/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7-82)

Con 19-1
Paulina

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-16(3)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Lake

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40092

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/15/83

8. FEDERAL ROUTE NUMBER: Primary 16

9. STATE ROUTE NUMBER: Primary 19

10. GENERAL LOCATION:
Paulina Marsh Bridge #1552 str.
Fremont Hwy.

11. GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $25,500
F.F $20,400
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS:
As requested by Mr. Swan's PEA dated 11/9/83.

RECEIVED
STATE HWY ENGR
NOV 18 '83
REFER TO Potter
FOR

| Info | Inst | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Orig to
11/21

14. DATE: 11/15/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible] CON 19-1

nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-16(2) Murdock Cr.

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-24-83

4. PROGRAM NO.

5. ITEM NO. 40041

2A. COUNTY NAME Lake

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 10-24-83 | Primary 16 | Primary 19 |

10. GENERAL LOCATION:

MURDOCK CREEK BRIDGE #3909 SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
*☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $21,000; FF $16,800

13. REMARKS

As requested by Mr. Swan's PEA dated October 13, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

cy 10/26

14. DATE 10-24-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,[illegible]

CCN 19-1 Buck Cr.

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-16(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lake

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-24-83

4. PROGRAM NO.
5. ITEM NO. 40037

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-24-83
8. FEDERAL ROUTE NUMBER Primary 16
9. STATE ROUTE NUMBER Primary 19

10. GENERAL LOCATION:
SOUTH BRANCH BUCK CREEK (MP 44.76) BRIDGE #3907 SECTION

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $21,000; FF $16,800

13. REMARKS

As requested by Mr. Swan's PEA dated October 14, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
NOV 1 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
11/1

14. DATE 10-24-83
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

19

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Lake Co

SECTION Fremont Highway Bridges Sect
South Branch Buck Creek Bridge No. 3907 Unit

REGION 4

| SURVEY AUTHORITY Hwy #19 | AUTHORIZATION NO. 1 | PREFIX 19-1932 | DATE |
|---|---|---|---|

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 2,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | 100 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 200 | 935 SOILS | | 200 |
| 904 CONSULTANT | | 10,000 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 500 |
| 906 BRIDGE DESIGN | | 1,500 | 921 SPECIFICATIONS | | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 100 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 4,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 100 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 21,000 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-16(1)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
Molly

RECEIVED
NOV 18 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up / /
Action

On Prelim 6 Yr HIP

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 9/22/83 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 10/17/83 |
| RECOMMENDED, REGION ENGINEER X | DATE 9/23/83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE |
| RECOMMENDED, LOCATION ENGINEER X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

PR 12
CORRECTED
9/22/8

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID # | 01293 |
| SECTION | South Branch Buck Creek (M.P. 44.76) Bridge |
| REGION | IV |
| ST. HIGHWAY # | 9 |
| HIGHWAY NAME | Fremont |
| MILE POST | FROM 44.75 TO 44.77 |
| LENGTH | 0.02 mile |
| ☐ URBAN<br>☒ RURAL | |
| CITY | |
| COUNTY | Lake |
| ROAD/STREET NAME | |
| ROUTE # | ORE 31 |
| FEDERAL AID # | FAP 16 |
| APPLICANT (IF OTHER THAN STATE) | |

## COST ESTIMATES (000's)

| | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ ~~20~~ ~~3~~ 21 |
| RIGHT OF WAY | | $ |
| ROADWAY | $ 5 | |
| STRUCTURES | $ 80 | |
| SIGNALS | $ | |
| ILLUMINATION | $ | |
| TEMPORARY PROTECTION | $ 15 | |
| | $ 100 | |
| 40% ENGINEERING & CONTINGENCIES | $ 40 | |
| TOTAL CONSTRUCTION | | $ 140. |
| TOTAL ESTIMATE | | $ ~~160~~ ~~143.~~ 161 |

## PROJECT DATA

| | | |
|---|---|---|
| GRADING | (✓) | |
| PAVING | (✓) | X |
| STRUCTURES | (✓) | X |
| SIGNING | (✓) | |
| SIGNALS | (✓) | |
| ILLUMINATION | (✓) | |
| | | |
| ENVIRONMENTAL CLASS | (1,2,3) | 2 |
| DESIGN CATEGORY | (1-7) | 7 |
| WORK TYPE | (1-12) | 5 |

## RIGHT OF WAY

| | | |
|---|---|---|
| FILES | (#) | 0 |
| ACRES | (#) | 0 |
| RELOCATIONS | (#) | 0 |

## WORK BY STATE/CONSULTANT/APPLICANT

| | | |
|---|---|---|
| PRELIMINARY ENGINEERING | (S,C,A) | ~~S~~ C |
| CONSTRUCTION ENGINEERING | (S,C,A) | ~~S~~ C |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | N/A |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | N/A |

## CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) | RECOMMENDED FUNDING SOURCE | RECOMMENDED PROGRAM YEAR |
|---|---|---|---|
| | / | HBR | |

## RECOMMENDED PROGRAM REVISIONS

| | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | | | | $ |
| ☐ POSTPONE<br>☐ CANCEL | | | | $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 540 | 900 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1980 | 1989 |

DEFINE THE PROBLEM

Timber bridge bu8lt in 1940 has a roadway width of 22' 10"
Deck planks are starting to rot and sills have minor rot in them.
The ADT in 1980 was 540 and is estimated at 900 for 1989.

PROPOSED SOLUTION

Replace the existing bridge with a new bridge that is 36 ft wide and 39 ft. long and in the same location.

| | |
|---|---|
| REQUESTED, REGION ENGINEER<br>X Dale Allen | DATE<br>9 23 83 |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE |

| TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |
|---|---|---|
| | | |

PROJEC. PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID # | |
| SECTION South Branch Buck Creek (M.P. 44.76) Bridge | REGION IV |

## PROJECT JUSTIFICATION

This bridge is functionally obsolete.

Region IV, Priority No. 12

This timber bridge designed for H-15 loading. The bridge roadway width is 22 ft, 10 in. with an ADT of 540 for 1980 and an estimated ADT of 900 for 1989.

Most of the deck planks on the left side are rotting in from the edge of the deck, 1 ft. to 3 ft., with minor rot (5% to 15%) in the sill at Bent 2.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS
PART 2 PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>South Branch Buck Creek Bridge #3907 | KEY ID #<br><br>REGION<br>4 |

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | C ~~S~~ | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | C ~~S~~ | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | C ~~N~~ | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | C ~~S~~ | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | C ~~N~~ | SECTION 106 | N |
| VICINITY MAP | C ~~S~~ | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | C ~~S~~ | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | C ~~S~~ | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) 0 | NEW (#) 0 |

| RIGHT-OF-WAY | | | | | |
|---|---|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | | | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) | | |
| 0 | 0 | 0 | 0 | | |
| RIGHT-OF-WAY LIAISON | N | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | N |

UTILITIES E (LIST BELOW)

COMPANIES
Power line adjacent
Telephone on bridge

| DESIGN SPEED | DESIGN STANDARDS |
|---|---|
| 55 | AASHTO |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | 2' | | | 12' | × | 12' | | | 2' | | | | |
| | | | | ~~4'~~ 6 | | | 12' | | 12' | | | ~~4'~~ 6 E | | | | |
| PROPOSED | | | | | | | | | | | | | | | | |

SUGGESTED BASE DESIGN

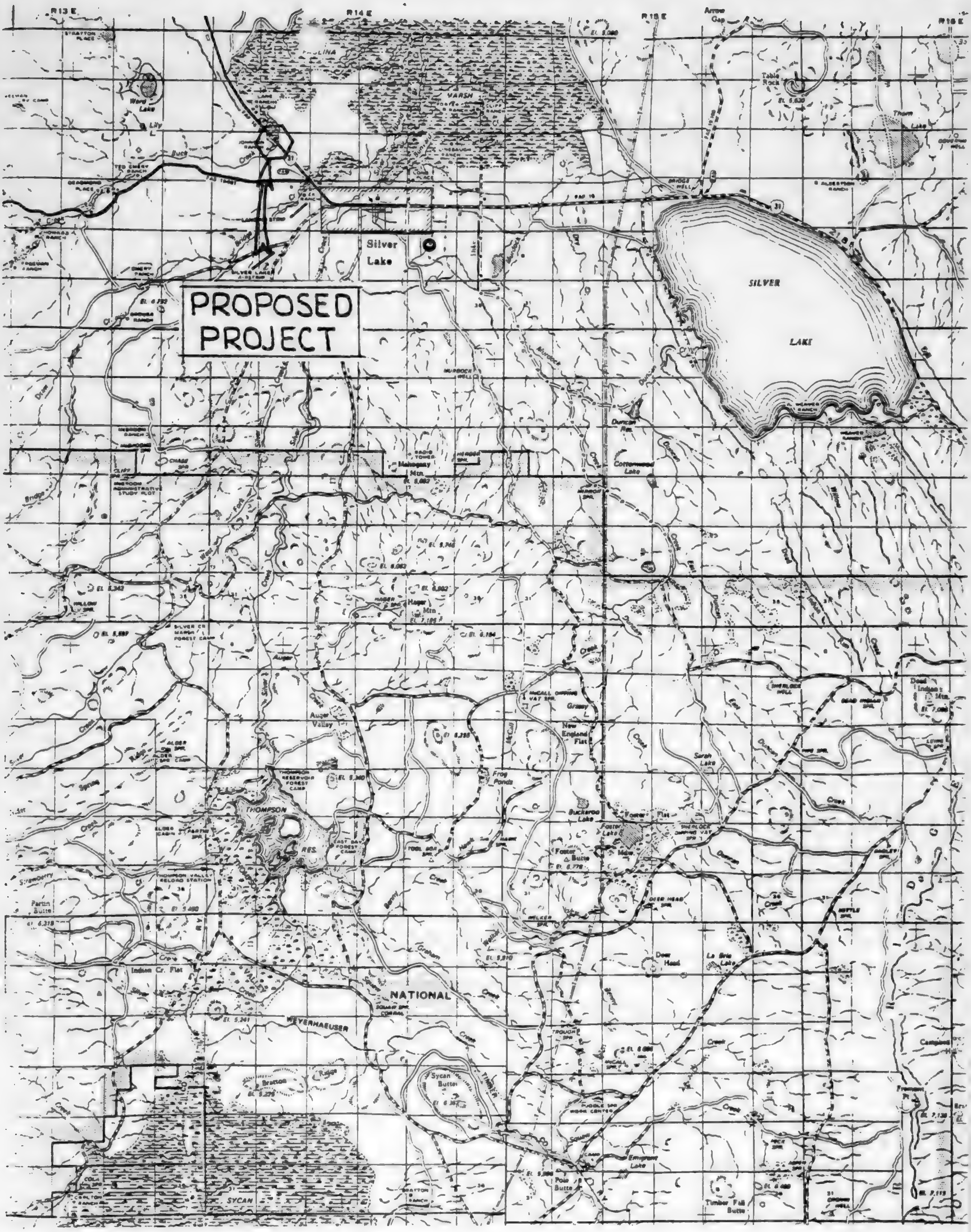
| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 39 | 36 | $80,000 | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Location Engineer
Date 10/12/83

734-1912 (7-82)


R13E
R14E
R15E
R16E
Arrow Gap
PAULINA
MARSH
Table Rock
Thorn Lake
Ward Lake
Lily L.
Silver Lake
SILVER
LAKE
PROPOSED
PROJECT
Mahogany Mtn
Cottonwood Lake
Duncan Res.
Hager Mtn
Auger Valley
THOMPSON
RES.
New England Flat
Frog Ponds
Buckaroo Lake
Foster Lake
Foster Butte
Sarah Lake
Partin Butte
Indian Cr. Flat
NATIONAL
WEYERHAEUSER
Bratton
Sycan Butte
SYCAN
Deer Head
La Brie Lake
Emigrant Lake
Pole Butte
Timber Fall Butte
Dead Indian Mtn
Fremont

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Lake Co.

KEY ID#

SECTION Fremont Highway Bridges Sect.
Murdock Creek Bridge No. 3909 Unit

REGION 4

SURVEY AUTHORITY Hwy #19

AUTHORIZATION NO. 1

PREFIX 19-1931

DATE

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 2,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 200 | 935 SOILS | | |
| 904 CONSULTANT | | 11,000 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 500 |
| 906 BRIDGE DESIGN | | 1,000 | 921 SPECIFICATIONS | | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 100 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 4,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 100 | 932 RAILROAD & UTILITIES | | | | | |
| | | | | | | TOTALS | $ | $ 21,000 |

RIGHT-OF-WAY PREFIX

| | |
|---|---|
| PREVIOUS AUTHORIZATION | $ |
| ADD. AUTH. REQUIRED | $ |

FEDERAL AID PROJECT NUMBER BRF-16(2)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
NOV 18 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

On Prelim 6 Yr HIP

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 9/23/83 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 10/17/83 |
| RECOMMENDED, REGION ENGINEER X Ralph Allen | DATE 9/23/83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE |
| RECOMMENDED, LOCATION ENGINEER X | DATE 11/17/83 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
PART — PROJECT REQUEST

PR 14
CORRECTED
9/22/83

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION Murdock Creek (M.P. 50.74) Bridge | KEY ID # 01291<br>REGION IV |

| | | | |
|---|---|---|---|
| STATE HIGHWAY # 19 | HIGHWAY NAME Fremont | MILE POST FROM 50.73 TO 50.75 | LENGTH 0.02 mi |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY Lake | ROAD/STREET NAME |
| ROUTE # ORE 31 | FEDERAL AID # FAP 16 | APPLICANT (IF OTHER THAN STATE) | |

## COST ESTIMATES (000's)

| | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ ~~3~~ 21 |
| RIGHT OF WAY | | $ |
| ROADWAY | $ 5 | |
| STRUCTURES | $ 75 | |
| SIGNALS | $ | |
| ILLUMINATION | $ | |
| TEMPORARY PROTECTION | $ 15 | |
| | $ ~~95~~ | |
| 40% ENGINEERING & CONTINGENCIES | $ 38 | |
| TOTAL CONSTRUCTION | | $ 133 |
| TOTAL ESTIMATE | | $ ~~133~~ ~~136~~ 154 |

## PROJECT DATA

| | | |
|---|---|---|
| GRADING | (✓) | |
| PAVING | (✓) | X |
| STRUCTURES | (✓) | X |
| SIGNING | (✓) | 0 |
| SIGNALS | (✓) | 0 |
| ILLUMINATION | (✓) | |
| | | |
| ENVIRONMENTAL CLASS | (1,2,3) | 2 |
| DESIGN CATEGORY | (1-7) | 7 |
| WORK TYPE | (1-12) | 5 |

## RIGHT OF WAY

| | | |
|---|---|---|
| FILES | (#) | 0 |
| ACRES | (#) | 0 |
| RELOCATIONS | (#) | 0 |

## WORK BY STATE/CONSULTANT/APPLICANT

| | | |
|---|---|---|
| PRELIMINARY ENGINEERING | (S,C,A) | SC |
| CONSTRUCTION ENGINEERING | (S,C,A) | SC |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | N/A |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | N/A |

## CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) / | RECOMMENDED FUNDING SOURCE HBR | RECOMMENDED PROGRAM YEAR |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 550 | 900 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1980 | 1989 |

DEFINE THE PROBLEM

This timber bridge was built in 1940 and has a 23' 00" roadway. It has had temporary repairs made by adding jump stringers.

PROPOSED SOLUTION

Build a new 36 ft. wide by 39 ft. long bridge at the same location.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE 7/23/83 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

# PROJEC. PROSPECTUS

## PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Murdock Creek (M.P. 50.74) Bridge

REGION IV

## PROJECT JUSTIFICATION

This bridge is functionally obsolete.

Region Priority No. 14

This bridge has a roadway width of 23 ft. and an ADT of 550 for 1980, with an estimated ADT of 900 for 1989.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION Murdock Creek Bridge #3909

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | C 8 | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | C 8 | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | *C | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | C 8 | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | *C | SECTION 106 | N |
| VICINITY MAP | C 8 | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | C 8 | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | C 8 | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | NEW (#) |

UTILITIES C (LIST BELOW)

COMPANIES
Power line adjacent
Telephone buried cable adjacent

RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | N | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | N |

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

### EXISTING

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 2' | | | 12' | x | 12' | | | 2' | | | | |
| | | | | 4' | | | 12 | | 12' | | | 4' | | | | |

### PROPOSED

SUGGESTED BASE DESIGN

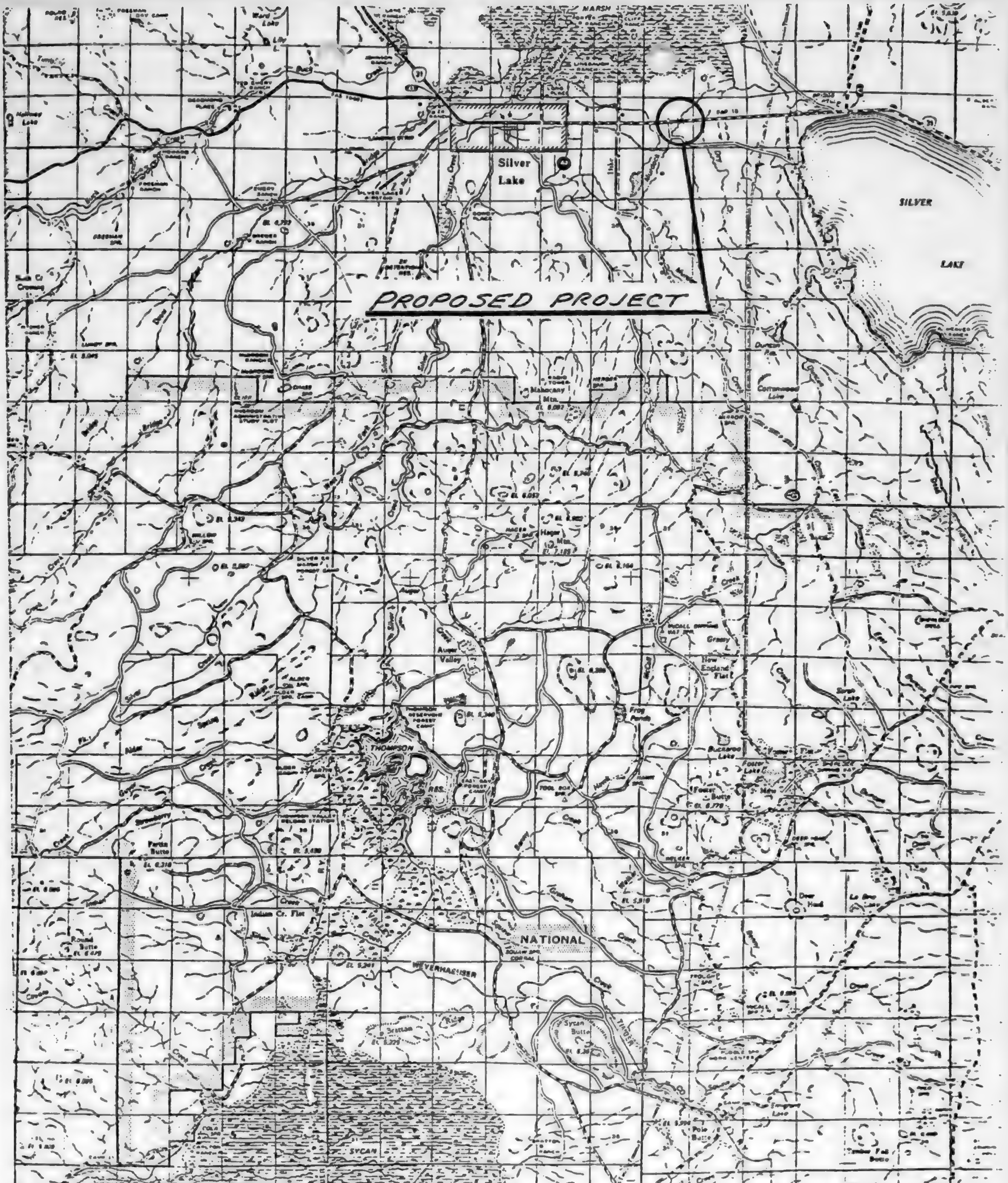
| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 39 | 36 | $75,000. | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Location Engineer
Date 10/12/83

734-1912 (7-82)


PROPOSED PROJECT
Silver Lake
SILVER
LAKE
MARSH
Mahogany Mtn.
Cottonwood Lake
Hager Mtn.
Auger Valley
New England Flat
THOMPSON
RES.
Fry Ponds
Buckaroo Lake
Foster Lake
Foster Butte
Partin Butte
Indian Cr. Flat
Round Butte
NATIONAL
WEYERHAEUSER
Bratton
Sycan Butte
Deer Head
Pole Butte
SYCAN
FORES

1985 Cr. Brs. Sec, Mapleton-Jct. 10,079
City Hwy. S.W. of Junction City
(gr, pav, & culverts)

jc cc: OSHD (Rulien)

**STATE COPY**
RECEIVED
STATE HWY ENGR
SEP 23 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>9/15/87 | REPORT MADE BY<br>Richard R. Arnold, Area Engineer | | PROJECT NO.<br>BRF-34(5) |
| COMPLETION DATE (Actual)<br>5/23/86 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>12/27/86 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>S.C.D. 11/15/85 |

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## CREEK BRIDGES
## MAPLETON - JUNCTION CITY HIGHWAY
## Grading, Paving & Structures

Work completed under this project included the removal of four short bridges and replacing them with various size culverts plus the grading and paving work necessary to reconstruct the roadway through the work areas. A contract in the amount of $380,445.00 was awarded Wildish Corvallis Construction Company on July 3, 1985. Contract work began on August 14, 1985 and was completed in reasonably close conformance with the plans and specifications, including approved changes on May 23, 1986 at a final cost of $419.246.70 which includes $325,264.29 for original bid item work, $56,595.31 for work completed under approved price agrements, $2,220.00 for State Force work, $1,832.90 credit for non-spec A.C. and $36,000.00 for construction engineering.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with approved procedures and found to be in reasonably close conformance with the specification requirements, except for a portion of the 1/4"-0 aggregate used in the asphalt concrete mixture. A price adjustment in the amount of $832.90 was assessed for the non-spec material.

The contract was under a Stop Work order from 11/12/85 through 5/20/86. At that time 3 additional days were used to complete the contract work on 5/23/86. No liquidated damages were assessed.

The claim for additional payment for sawing extra thick asphalt was denied.

A copy of the statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Richard R. Arnold | | SIGNATURE<br>John T. Price | |
| TITLE<br>Area Engineer | DATE<br>9/17/87 | TITLE<br>District Engineer | DATE<br>9/21/87 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

10,079

January 16, 1987

COM 5 - #10,079

Industrial Indemnity Company
Bond Department
421 SW 6th Avenue
Portland, OR 97204

On December 31, 1986, we wrote to you concerning release of final payment on Contract No. 10,079 awarded to Wildish Corvallis Construction Co. for work on the Creek Bridges Section of the Mapleton-Junction City Highway in Lane County.

Final payment on this contract is $422.13, and the total contract amount is $381,026.70. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,079

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10079

TO: Commission Services

DATE: December 29, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10079 , On Site Work Substantially Completed May 23, 1986

All Work Completed August 22, 1986

Project Creek Bridges

Highway Mapleton-Junction City

County Lane

Type of Work Grading, Paving and Culverts

Contractor Wildish Construction Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-31-86 - Surety letter written.

RECEIVED
DEC 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

# WE Y REPORT FOR CONSTRUCTION P JECTS

| | |
|---|---|
| PROJECT NAME (SECTION)<br>Creek Bridges | WEEK ENDING<br>August 30, 1986 |
| | CONTRACT NO<br>C10079 |

| | | |
|---|---|---|
| HIGHWAY<br>Mapleton Junction City | COUNTY<br>Lane | F.A. PROJECT NO<br>BRF 34 5 |
| CONTRACTOR<br>Wildish Corvallis Const | KIND OF WORK Grading Paving Structures | DATE OF AWARD<br>July 3, 1985 |

**PROJECT AUTHORIZATION**

CURRENT AUTHORIZATION $ 440,487.00

ESTIMATED PROJECT COST $ 420,051.07

ESTIMATED PERCENT XXXX/UNDERRUN -4.6%

**ENGINEERING**

AUTHORIZATION $ 34,928.55

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 41,050.00

PERCENT OF AUTHORIZATION 117 %

FIRST NOTIFICATION DATE August 14, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND May 23, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE June 20, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100%

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| A | 11/15/85 | 0 | 0 | 0 | YES |
| | / / | 0 | 0 | 0 | |
| | / / | 0 | 0 | 0 | |
| | / / | 0 | 0 | 0 | |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | OTHER |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 4,740 cy | 6,340 tn | 1,370 tn | | | |
| EST. CORRECTED QUANTITIES | 4,460 cy | 6,340 tn | 1,172 tn | | | |
| EST. PERFORMED TO DATE | 4,460 cy | 6,300 tn | 1,172 tn | | | |
| PERCENT PERFORMED TO DATE | 100 | 99 | 100 | 1 | 1 | 1 |

ACTIVITIES THIS WEEK:

Project Complete.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Issued 2nd Notification 5-23-86

Semi-Final Submitted June 20,1986 to Region

Issued 3rd Notification August 22, 1986

FINAL REPORT

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Robert G. Paul

Larry D Lindley

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,079

N

VICTOR ATIYEH
GOVERNOR

**Department of Transportation**
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5
10079

DATE: July 2, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

C R Church for

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-34(5)

Contract 10079, Work Completed May 23, 1986

Project Creek Bridges

Highway Mapleton-Junction City

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-19-86

213

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
JUL 8 '86
REFER TO

L. W. RULIEN

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

BMW:11

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
JUL 02 1986
OREGON DIVISION

734-2023 (2-85)

June 24, 1986

CON 5 - 10,079

Capital Enterprise & Engineering Corp.
1230 20th Street SE
Salem, OR 97302

Attention: Tammy C. Johnson
Office Manager

Thank you for your letter of June 11, 1986, advising us that Clark Electric Inc. has paid all invoices due and you are withdrawing your claim.

You state this is in reference to the Wildish Corvallis Construction Co., Contract No. 10,079 for work on the Creek Bridges Section of the Mapleton-Junction City Highway in Lane County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

Industrial Indemnity Company
Attention: Bond Department
421 SW 6th
Portland, OR 97204

bc: Secretary of State: Filed 5-9-86; CL 1986-0179

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
6-24-86
azm

**Capital Enterprise & Engineering Corp.**

1230 20th St. S.E. • Salem, Oregon 97302 • (503) 363-9290

June 11, 1986

Mr. Robert Gormsen
Commission Services
Room 121, Transportation Bldg.
Salem OR 97310

SUBJECT: Con 5--Contract #10,079 Creek Bridge Section of
Mapleton Junction City Highway--Lane County
Wildish Corvallis Construction Co.

Dear Mr. Gormsen:

This is to notify you that Clarke Electric Inc. has paid all past due invoices due us and we are withdrawing our claim on this project.

We appreciate having this avenue available to us. Thank you for your services.

Sincerely,

Tammy C. Johnson

Tammy C. Johnson
Office Manager

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE COPY

10 ~~?~~ BW ~~T~~:OSHD (RULIEN)

U.S. Department of Transportation
Federal Highway Administration

## INSPECTION REPORT

RECEIVED
STATE HWY ENGR
JUL 8 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*(Check appropriate box)*

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

XX FINAL INSPECTION

6-19-86

ag 7/15

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Lane | DIVISION<br>Oregon |

IN COMPANY WITH
Bob Aldrich & Larry Lindley;OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>6/19/86 | INSPECTION MADE BY<br>Wally N. Bryant; Area Engineer | PROJECT NO.<br>BRF-34(5) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>100 % | WORK COMPLETED<br>100 % |

CREEK BRIDGES
MAPLETON - JUNCTION CITY HIGHWAY
GRADING, PAVING, & STRUCTURES

Work completed under this project included the removal of four short bridges and replacing them with various size culverts plus the grading and paving work necessary to reconstruct the roadway through the work areas. A contract in the amount of $380,445.00 was awarded Wildish Corvallis Construction Company on July 3,1985. Contract work began on August 14,1985 and was completed in reasonably close conformance with the plans and specifications, including approved changes on May 23,1986 at a final cost of $418,885.06 which includes $324,833.06 for original bid item work $53,568.01 for work completed under approved price agreements, $600 for State Force work, $1,166.06 credit for non-spec aggregate and $41,050.06 for construction engineering.

Project records indicate that all materials incorportated into the work were tested or field inspected in accordance with approved procedures and found to be in reasonably close conformance with the specification requirements, except for a portion of the ¼"-0 aggregate used in the asphalt concrete mixture. Liquidated damages in the amount of $1,166.06 were assessed for the non-spec material.

The contractor has requested additional payment in the amount of $3,478.90 to cover the cost of saw cutting extra thick asphalt cement on the bridge decks and drilling holes in the deck for the temporary rail required during stage construction. This request is presently being considered by the State.

The overall appearance of the completed work is considered to be very good and final acceptance of the contract work is recommended.

V. E. SCHWART

*U.S. GPO: 1985-466-568

Form FHWA-1446A
(Rev. 2-84)

ID, C 79
CL 1986-0179

1859

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 09 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 6, 1986

IN REPLY REFER TO
FILE NO.:

CON 5 - 10,079

Capital Enterprise & Engineering Corp.
1230 20th St.S.E.
Salem, OR 97302

Attention: Tammy C. Johnson
Office Manager

We have received your letter dated April 1, 1986, filing a claim against the following Highway Division contract:

| | |
|---|---|
| FILED BY: | Capital Enterprise & Engineering Corp. |
| AMOUNT: | $1,260.92 |
| FOR: | Lease plus interest |
| AGAINST (Prime contractor) | Wildish Corvallis Construction Co. |
| SUBCONTRACTOR: | Clarke Electric, Inc. |
| CONTRACT NO.: | 10,079 |
| PROJECT: | Creek Bridges Section,<br>Mapleton-Junction City Highway,<br>Lane County |
| SURETY: | Industrial Indemnity Company |
| AGENT: | Rollins Burdick Hunter of Oregon |

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
MAY 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/20/86 CB

**Capital Enterprise & Engineering Corp.**

1230 20th St. S.E. • Salem, Oregon 97302 • (503) 363-9290

April 1, 1986

Mr. Robert W. Gormsen
Commission Services
Room 121, Transportation Bldg.
Salem, OR 97310

SUBJECT: Contract #10,079 Creek Bridge Section of Mapleton-
Junction City Highway--Lane County
Wildish Corvallis Construction Co.

Dear Mr. Gormsen:

In accordance with Section 107.28 of the Standard Specifications for Highway Construction - 1974, we are placing a claim for past due invoices on this project.

Capital Enterprise & Engineering Corp. in a supplier to Clarke Electric, Inc. of Eugene, which is a sub-contractor to Wildish Corvallis Construction Co. for this project. Following is a listing of past due invoices:

| Inv. # | Date | Desc. | Amount |
|---|---|---|---|
| 511-263 | 10/10/85 | Lease | $ 900.00 |
| 612-16 | 12/16/85 | Interest | 144.23 |
| 602-65 | 02/03/86 | Interest | 179.70 |
| 603-96 | 03/01/86 | Interest | 18.36 |
| 603-117 | 04/01/86 | Interest | 18.63 |
| | | TOTAL | $1260.92 |

Sincerely,

Tammy C. Johnson

Tammy C. Johnson
Office Manager

cc: Wildish Corvallis Const.
Clarke Electric Co, Inc.
Industrial Indemnity Co.

RECEIVED
APR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10 071

1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

January 10, 1986

In Reply Refer to
File No.:

Mr. Earl M. Hall
P. O. Box 102
Lebanon, Oregon 97355

Dear Mr. Hall:

Thank you for your letter telling us about the condition of the roadway surface on the newly constructed culverts on Highway 36.

You are correct in saying the pavement is rough over these culverts. Please be assured the project is not completed as only the base lift of asphalt concrete has been placed. We were trying to complete the project in 1985, but the work had to be suspended due to bad weather conditions. When the weather is suitable for placing the final wearing surface, the project will resume.

There will be no additional cost to the taxpayer to provide a smooth riding surface.

Thank you for your interest and taking the time to let us know your concerns.

Cordially,

W. J. Quinn
W. J. QUINN
Region Construction Engineer

NOTED
W. E. SCHWARTZ

wjq:cjb

cc: D. Greene
W. E. Schwartz ✓

RECEIVED
ST HWY ENGR

JAN 14 '86

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Form 734-1829

EARL M. HALL
P. O. BOX 102
LEBANON, OREGON 97355
PHONE 451-3158

N. R

December 19, 1985

OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BLDG.
SALEM, OREGON 97310

My concern is located on section of highway 36 between highway 99 and Cheshire, several culvert bridges have been improved and resurfaced. I don't know whether the State or Contractors did this construction work, but in any case the surface was left so rough as one drives over at the legal speed will shake your car and eye teeth out.

I have lived in Oregon since 1933 and to see our tax dollars spent for this kind of construction is very depressing.

Please repair and improve surface by responsible Highway division or contracting firm at no cost to the taxpayer as he has already paid for the improvements.

Although the contents of this letter is nothing to rejoice about during this holiday season, I still wish you a MERRY XMAS.

MAY I HEAR FROM YOU.

Sincerely,

Earl M. Hall

Earl M. Hall

RECEIVED
STATE HWY ENGR

DEC 23 '85

REFER TO
Gix

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  | ✓ |  |  |  |

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Orig. to
12/27

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

RECEIVED
STATE HWY ENGR
OCT 21 '85
REFER TO
Fredrickson
cy 10/22

(Check appropriate box)

☒ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Lane | DIVISION<br>Oregon |
| IN COMPANY WITH<br>Doug Green, Project Manager; OSHD | | | |
| DATE OF INSPECTION<br>10-9-85 | INSPECTION MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>BRF-34(5) |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>See Comments % | WORK COMPLETED<br>75 % |

NOTED
W. E. SCHWARTZ

## CREEK BRIDGES
## MAPLETON - JUNCTION CITY HIGHWAY
## Grading, Paving & Structure

Work to be completed under this project consists of removing four short bridges and replacing them with various size culverts plus the grading and paving work required to reconstruct the roadway through the work areas. A contract in the amount of $380,445 was awarded Wildish Corvallis Construction Co. on July 3, 1985. Work on the project began on August 14, 1985.

To date the 48-inch culvert at station 9+92, the 66-inch arch pipe at station 30+10 and the 36-inch arch pipe at station 50+02 have been installed and the roadway reconstructed (including required guardrail and base lift of pavement), through the areas. The 116 foot long 8'-7" by 5'-11" structural pipe arch at station 70+08 has been installed beneath the existing structure (south half removed and traffic carried on the remaining one lane). At the time of this inspection a subcontractor was forming the required headwalls and wingwalls for the structural pipe arch at station 70+08.

The specifications for this project require that all contract work be completed not later than 11-15-85. Based on the progress of the work to date all contract work is expected to be completed prior to this date.

The project manager indicated all materials incorporated into the work to date have been tested or field inspected in accordance with approved procedures and found to be in reasonably close conformance with specification requirements. The appearance of the work completed to date is considered very good.

(Continued)

Form FHWA-1446A
(Rev. 2-84)

The procedures and equipment being used to control traffic through the work area was reviewed and found to be in reasonably close conformance with the approved traffic control plans and the MUTCD. Temporary traffic signals along with associated signing were in place and functioning as required in the work area of the structural pipe arch at station 70+08.

- WNB -

-10,079

**STATE OF OREGON**
ROAD DESIGN SECTION

**INTEROFFICE MEMO**
DES 16

**TO:** MEMO TO THE FILE

**DATE:** September 3, 1985

Andy Anderson

**FROM:** Andy Anderson
Sign Design Supervisor

RDE
1 FDE RK
LE
SR
FPC
PDE
LFE
GTE

RECEIVED
SEP 3 1985
ROAD DESIGN SECTION

BPC
DS
CA
Copy All
Return To
B/U ..../..../....

**SUBJECT:** Creek Bridges
Mapleton-Junction City Hwy
Lane County
Contract No. 10079

Rob Paul, of Doug Greene's office, called August 29th regarding the Contractor's proposed use of a temporary signal installation in place of the specified portable temporary signal installations. This action is proposed to save costs. Signing would be done as shown on the Standard Drawing No. 2203 detail for "RURAL AREA-BRIDGE CONSTRUCTION (SIGNALS)". During our conversation I told Rob that I think the signals will operate satisfactorily.

The Contractor's proposal is to use a treated wood pole with a mast arm suitable for two signal heads with minimum 8' spacing between heads in place of each span wire configuration shown on Drawing No. 2203. I agree that this is suitable as long as adequate horizontal clearance and the minimum 17' to 19' vertical clearance is provided.

The installations shall conform to the two attached pages of temporary traffic signal specifications in order to be approved. In addition to the specifications cited, the Contractor shall be required to have the signal controller manufacturer's representative present to assist the Region Traffic Operations Personnel during signal turn-on.

I stated that the temporary signals shall not be installed in a manner that would allow unsignalized road approaches to be within the area where traffic is controlled by the signal. Rob Paul said that this should not be a problem.

I also advised Rob that the installations should be carefully monitored to be certain that traffic is not adversely affected due to pretimed operation not being responsive to unbalanced traffic volumes on this coast feeder route.

If long traffic queues develop, the contractor should station a person at each signal location during anticipated high traffic volume periods to reduce the queues by manually operating the signal.

AA:bn
Attachments

cc: Doug Greene w/atchs

~~REFERRED TO~~
~~Mann ........ Cunn ........ Henry~~
~~Dayton ........ Eriksen ........ Gettis~~
~~Baker ........ Anderson ........~~
~~King ........ Bedford ........ Leu ........~~
~~Return Discuss Do File ........ Due ........~~
~~By FINAL DESIGN ENGINEER~~

111.11 (J) Traffic Signals – Temporary signals shall be installed as shown on drawing 2203 and shall be operational at all times except when flagging is being used to control traffic. Once the temporary signals have been turned on, they shall operate continuously until they are no longer required. The contractor shall be solely responsible for proper installation, operation and maintenance of traffic signals.

General - Materials and installation methods shall conform to all applicable portions of Sections 660, 661 and 763 of the Standard Specifications supplemented and/or modified as follows:

## SECTION 600 - REMOVAL OF TRAFFIC SIGNAL INSTALLATION

660.01 Scope - The contractor shall be responsible for removing the temporary traffic signals when so ordered by the Project Manager.

660.33 Removal - All wood poles and guy anchors shall be removed in their entirety with resultant holes backfilled with materials suitable to the Project Manager.

All removed materials will remain the property of the contractor.

## SECTION 661 - TRAFFIC SIGNALS

General - The contractor is permitted the use of used materials and equipment, except as noted hereafter, for the temporary traffic signal installation. All material must be in like-new condition and must be suitable for the use intended.

661.11(a) Cable and wire - All cable and wire shall be new stock.

661.39 Erecting of Wood Poles - All wood poles shall be heavy enough to support the dead load shown and a wind load of 90 miles per hour. Poles shall be backguyed such as to assume a substantially vertical appearance with the loads applied. Poles shall meet the requirements of sec. 763.05

661.42(a) Indication equipment - Signals shall have their mounting arrangements adapted for wood pole mounting as needed. Polycarbonate vehicle heads may be used on temporary traffic signals.

Temporary traffic signal equipment shall be tested and turned on in conformance with Section 662 of the Standard Specifications supplemented and/or modified as follows:

662.41(b) Traffic signal field testing - Delete the second sentence and substitute the following:

"The resistance to ground, when measured with a 500-volt megger, of the loop and loop circuit shall be 200 megohms or greater.

764.13 Control Equipment - The controllers shall be new or used in like-new condition. They shall be a Model 170 or a NEMA type with two phases of operation with "All Red" capability. The "All Red" time per phase must be a minimum of 30 seconds in 1 second intervals from 0 to 30 seconds. In lieu of a base-mounted controller cabinet, the Contractor may use a pole-mounted cabinet if there is sufficient room in the cabinet for removal of equipment for servicing without stacking of equipment. The cabinet must meet minimum requirements of a Type G listed in subsection 764.04(b).

The controller shall have a monitor capable of monitoring all possible conflicts and the controller shall be subject to testing as applicable in Section 662.

The controller shall be capable of manual control stop timing.

N

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>10079 7-111 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT** | STATE<br>Oregon<br>COUNTY<br>Lane<br>PROJECT NO.<br>BRF-34(5) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 36, Creek Bridges Section

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6/5/85 | 0.3 |

OTHER *(Specify)*

FUNDS Pro-rata 80.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 439,273.00 | $ 351,418.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXXFor: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator JUL 17 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 12, 1985

FEDERAL AID PROJECT NO. BRF-34(5)

CREEK BRIDGES SECTION
MAPLETON-JUNCTION CITY HWY.
LANE COUNTY

## PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
CULVERTS (BRIDGE NO. 01755C-229-04802)(STA. 8+00 to STA. 12+00)

| | | | | |
|---|---|---|---|---|
| Furnishing Field Laboratory | Each | 0.25 | 500.00 | $ 125.00 |
| Mobilization | Lump Sum | All | 25% | 9,250.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | 25% | 1,250.00 |
| Temporary Signs | Sq. Ft. | 124 | 7.50 | 930.00 |
| Temporary Barricades | Each | 1 | 65.00 | 65.00 |
| Temporary Bridge Rail | Lin. Ft. | 95 | 20.00 | 1,900.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 175 | 11.00 | 1,925.00 |
| Moving Temporary Concrete Barriers | Lin. Ft. | 525 | 1.00 | 525.00 |
| Temporary Portable Traffic Signals | Lump Sum | All | 25% | 6,250.00 |
| Flaggers | Hour | 140 | 10.00 | 1,400.00 |
| Clearing and Grubbing | Lump Sum | All | 25% | 1,000.00 |
| Removal of Structures and Obstruction | Lump Sum | All | 21% | 6,090.00 |
| Embankment Foundation Excavation | Cu. Yd. | 105 | 15.00 | 1,575.00 |
| Embankment in Place | Cu. Yd. | 1,530 | 7.50 | 11,475.00 |
| Finishing Roadbed and Slopes | Lump Sum | All | 25% | 750.00 |
| Watering | M-Gal. | 97 | 16.00 | 1,552.00 |
| 1"-0 Aggregate Base | Ton | 1,437 | 8.00 | 11,496.00 |
| Class C Asphalt Concrete | Ton | 342 | 35.50 | 12,141.00 |
| 48-inch Culvert Pipe | Lin. Ft. | 80 | 40.00 | 3,200.00 |
| Bedding Material | Cu. Yd. | 65 | 15.00 | 975.00 |
| Guardrail, Type 2A | Lin. Ft. | 200 | 14.75 | 2,950.00 |
| Guardrail Anchors, Type 1 | Each | 4 | 250.00 | 1,000.00 |
| Rail End Pieces, Type C | Each | 4 | 100.00 | 400.00 |
| Extra for Asphalt Approaches | Each | 5 | 75.00 | 375.00 |
| Geotextile Fabric in Stabilization | Sq. Yd. | 270 | 1.00 | 270.00 |
| Loose Riprap, Class 50 | Cu. Yd. | 80 | 25.00 | 2,000.00 |
| Delineators, Type 4 | Each | 2 | 15.00 | 30.00 |
| | | | | $ 80,899.00 |

### TYPE CODE Y007
### CULVERTS (BRIDGE NO. 01755F-229-04851)(STA. 28+00 to STA. 32+00)

| | | | | |
|---|---|---|---|---|
| Furnishing Field Laboratory | Each | 0.25 | 500.00 | $ 125.00 |
| Mobilization | Lump Sum | All | 25% | 9,250.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | 25% | 1,250.00 |
| Temporary Signs | Sq. Ft. | 124 | 7.50 | 930.00 |
| Temporary Barricades | Each | 1 | 65.00 | 65.00 |
| Temporary Bridge Rail | Lin. Ft. | 95 | 20.00 | 1,900.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 175 | 11.00 | 1,925.00 |
| Moving Temporary Concrete Barriers | Lin. Ft. | 525 | 1.00 | 525.00 |
| Temporary Portable Traffic Signals | Lump Sum | All | 25% | 6,250.00 |
| Flaggers | Hour | 140 | 10.00 | 1,400.00 |
| Clearing and Grubbing | Lump Sum | All | 25% | 1,000.00 |
| Removal of Structures and Obstruction | Lump Sum | All | 31% | 8,990.00 |
| Embankment Foundation Excavation | Cu. Yd. | 250 | 15.00 | 3,750.00 |
| Embankment in Place | Cu. Yd. | 1,500 | 7.50 | 11,250.00 |
| Finishing Roadbed and Slopes | Lump Sum | All | 25% | 750.00 |
| Watering | M-Gal. | 95 | 16.00 | 1,520.00 |
| 1"-0 Aggregate Base | Ton | 1,928 | 8.00 | 15,424.00 |
| Class C Asphalt Concrete | Ton | 343 | 35.50 | 12,176.50 |
| 66-inch Arch Type Pipe | Lin. Ft. | 164 | 120.00 | 19,680.00 |
| Bedding Material | Cu. Yd. | 180 | 15.00 | 2,700.00 |
| Guardrail, Type 2A | Lin. Ft. | 200 | 14.75 | 2,950.00 |
| Guardrail Anchors, Type 1 | Each | 4 | 250.00 | 1,000.00 |
| Rail End Pieces, Type C | Each | 4 | 100.00 | 400.00 |
| Extra for Asphalt Approaches | Each | 6 | 75.00 | 450.00 |
| Geotextile Fabric in Stabilization | Sq. Yd. | 360 | 1.00 | 360.00 |
| Loose Riprap, Class 50 | Cu. Yd. | 70 | 25.00 | 1,750.00 |
| Delineators, Type 4 | Each | 2 | 15.00 | 30.00 |
| | | | | $ 107,800.50 |

### TYPE CODE Y007
### CULVERTS (BRIDGE NO. 01755I-229-04951)(STA. 48+00 TO STA. 52+00)

| | | | | |
|---|---|---|---|---|
| Furnishing Field Laboratory | Each | 0.25 | 500.00 | $ 125.00 |
| Mobilization | Lump Sum | All | 25% | 9,250.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | 25% | 1,250.00 |
| Temporary Signs | Sq. Ft. | 124 | 7.50 | 930.00 |
| Temporary Barricades | Each | 1 | 65.00 | 65.00 |
| Temporary Bridge Rail | Lin. Ft. | 95 | 20.00 | 1,900.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 175 | 11.00 | 1,925.00 |
| Moving Temporary Concrete Barriers | Lin. Ft. | 525 | 1.00 | 525.00 |
| Temporary Portable Traffic Signals | Lump Sum | All | 25% | 6,250.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| Flaggers | Hour | 140 | 10.00 | 1,400.00 |
| Clearing and Grubbing | Lump Sum | All | 25% | 1,000.00 |
| Removal of Structures and Obstruction | Lump Sum | All | 18% | 5,220.00 |
| Embankment Foundation Excavation | Cu. Yd. | 225 | 15.00 | 3,375.00 |
| Embankment in Place | Cu. Yd. | 680 | 7.50 | 5,100.00 |
| Finishing Roadbed and Slopes | Lump Sum | All | 25% | 750.00 |
| Watering | M-Gal. | 43 | 16.00 | 688.00 |
| 1"-0 Aggregate Base | Ton | 1,728 | 8.00 | 13,824.00 |
| Class C Asphalt Concrete | Ton | 343 | 35.50 | 12,176.50 |
| 36-inch Arch Type Pipe | Lin. Ft. | 216 | 30.00 | 6,480.00 |
| Bedding Material | Cu. Yd. | 190 | 15.00 | 2,850.00 |
| Guardrail, Type 2A | Lin. Ft. | 200 | 14.75 | 2,950.00 |
| Guardrail Anchors, Type 1 | Each | 4 | 250.00 | 1,000.00 |
| Rail End Pieces, Type C | Each | 4 | 100.00 | 400.00 |
| Extra for Asphalt Approaches | Each | 4 | 75.00 | 300.00 |
| Geotextile Fabric in Stabilization | Sq. Yd. | 320 | 1.00 | 320.00 |
| Loose Riprap, Class 50 | Cu. Yd. | 60 | 25.00 | 1,500.00 |
| Delineators, Type 4 | Each | 2 | 15.00 | 30.00 |
|  |  |  |  | $ 81,583.50 |

TYPE CODE Y007
CULVERT (BRIDGE NO. 017550-229-05090)(STA. 68+00 TO STA. 72+00)

|  |  |  |  |  |
|---|---|---|---|---|
| Furnishing Field Laboratory | Each | 0.25 | 500.00 | $ 125.00 |
| Mobilization | Lump Sum | All | 25% | 9,250.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | 25% | 1,250.00 |
| Temporary Signs | Sq. Ft. | 124 | 7.50 | 930.00 |
| Temporary Barricades | Each | 1 | 65.00 | 65.00 |
| Temporary Bridge Rail | Lin. Ft. | 95 | 20.00 | 1,900.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 175 | 11.00 | 1,925.00 |
| Moving Temporary Concrete Barriers | Lin. Ft. | 525 | 1.00 | 525.00 |
| Temporary Portable Traffic Signals | Lump Sum | All | 25% | 6,250.00 |
| Flaggers | Hour | 140 | 10.00 | 1,400.00 |
| Clearing and Grubbing | Lump Sum | All | 25% | 1,000.00 |
| Removal of Structures and Obstruction | Lump Sum | All | 30% | 8,700.00 |
| Embankment Foundation Excavation | Cu. Yd. | 140 | 15.00 | 2,100.00 |
| Embankment in Place | Cu. Yd. | 1,030 | 7.50 | 7,725.00 |
| Finishing Roadbed and Slopes | Lump Sum | All | 25% | 750.00 |
| Watering | M-Gal. | 65 | 16.00 | 1,040.00 |
| Structure Excavation | Cu. Yd. | 40 | 25.00 | 1,000.00 |
| Special Wall Backfill | Cu. Yd. | 40 | 15.00 | 600.00 |
| 1"-0 Aggregate Base | Ton | 1,247 | 8.00 | 9,976.00 |
| Class C Asphalt Concrete | Ton | 342 | 35.50 | 12,141.00 |
| Concrete in Headwalls | Cu. Yd. | 35 | 220.00 | 7,700.00 |
| Reinforcement in Headwalls | Lb. | 4,700 | 0.55 | 2,585.00 |

| | | | | |
|---|---|---|---|---|
| 8'7"x5'11" Structural Plastic Pipe Arch | Lin. Ft. | 116 | 200.00 | 23,200.00 |
| Bedding Material | Cu. Yd. | 130 | 15.00 | 1,950.00 |
| Guardrail, Type 2A | Lin. Ft. | 200 | 14.75 | 2,950.00 |
| Guardrail Anchors, Type 1 | Each | 4 | 250.00 | 1,000.00 |
| Rail End Pieces, Type C | Each | 4 | 100.00 | 400.00 |
| Extra for Asphalt Approaches | Each | 5 | 75.00 | 375.00 |
| Loose Riprap, Class 50 | Cu. Yd. | 50 | 25.00 | 1,250.00 |
| Delineators, Type 4 | Each | 2 | 15.00 | 30.00 |
| | | | | $ 110,092.00 |

ANTICIPATED ITEMS

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | $ 1,620.00 |
| Temporary Pavement Striping | All Required | | 810.00 |
| Remove Pavement Striping, Existing & Temporary | All Required | | 720.00 |
| Temporary Erosion Control | All Required | | 2,000.00 |
| Roadside Seeding and Mulching | All Required | | 1,000.00 |
| Signal Controller Testing | All Required | | 500.00 |
| | | | $ 6,650.00 |
| | | Subtotal | $ 387,025.00 |
| | | Engineering | 52,248.00 |
| | | Total | $ 439,273.00 |

| | |
|---|---|
| Length of Project | 0.3 mi. |
| Federal Funds (80%) | $ 351,418.00 |
| State Funds | 87,855.00 |
| | $ 439,273.00 |

Group 011 = 100%     Group 010 = 0%
Contract No. 10079
Prefix: 120-1950, 120-1951, 120-1954, and 120-1955 P.E.
C10079
Appn Code 118

Nonparticipating Items

| | | | | |
|---|---|---|---|---|
| Single Mailbox Supports | Each | 1 | 70.00 | $ 70.00 |
| State Responsibility for Damages | All Required | | | 1,000.00 |
| | | | | $ 1,070.00 |

July 15, 1985

CON 5
#10,079

Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,079 for work on the Creek Bridges Section of the Mapleton-Junction City Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene

*Since 1935*

**WILDISH CORVALLIS CONSTRUCTION CO.**

P. O. BOX 7428
EUGENE, OREGON 97401
(503) 485-1700

July 2, 1985

**HAND DELIVERED**

Office of Commission Services
Room 121, Transportation Building
Salem, OR 97310

Subject: Creek Bridges, Mapleton-Junction City
Bid Date: 6-27-85
Proposed DBE/WBE Contractors

Gentlemen:

On subject project, Wildish anticipates meeting the DBE-10%/WBE-2% goals as follows:

DBE -- Yurok Contractors, Inc.
90629 Georgetown Road
Junction City, OR 97448

| Item No. | Description | Total $ to be Subcontracted |
|---|---|---|
| 6 | Temp. Bridge Rail | $ 6,840.00 |
| 7 | Temp. Conc. Barriers Reflectorized | 8,400.00 |
| 8 | Moving Temp. CC Barriers | 4,725.00 |
| 28 | Guard Rail Ty 2A | 12,000.00 |
| 29 | Guard Rail Anchors, Ty I | 4,800.00 |
| 30 | Rail End Pcs, Ty C | 1,600.00 |
| | TOTAL | $38,365.00 |

WBE -- Lady's Construction Co.
P. O. Box H
West Linn, OR 97068

| Item No. | Description | Total $ to be Subcontracted |
|---|---|---|
| 4 | Temporary Signs | $ 3,472.00 |
| 5 | Temporary Barricades | 240.00 |
| 10 | Flaggers | 4,480.00 |
| 35 | Single Mailbox Supports | 80.00 |
| | TOTAL | $ 8,272.00 |

Please notify us of acceptance and award at your earliest convenience.

Very truly yours,

Mark A Stuckart/cao

Mark A. Stuckart
Estimator

RECEIVED
JUL 2 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MAS:cao

cc Thomas Jones

CORPORATE HEADQUARTERS OFFICE: 3600 COUNTY FARM ROAD, EUGENE, OREGON
AN EQUAL OPPORTUNITY EMPLOYER

jc

U. S. DEPARTMENT OF TRANSPORTA[illegible]ON
FEDERAL HIGHWAY ADMINISTR[illegible]ON

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-34(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50119,50125, 50126 & 51027

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO Potter
FOR

Orig. w/ att. to 6/12

7. DATE AUTHORIZATION EFFECTIVE June 5, 1985
8. FEDERAL ROUTE NUMBER Primary 34
9. STATE ROUTE NUMBER Secondary 229

10. GENERAL LOCATION:
Creek Bridges Section (BR# 01755C229-04802; 01755F229-04851; 10755I229-04951 and 017550229-05090

11. GENERAL DESCRIPTION OF WORK
Grade, pave and culverts

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 5-30-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-3-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $507,500, Federal Funds $406,000.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/10/85
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES
1755-0A

In Reply Refer to
File No.:

April 19, 1985

Dale Wilken
Division Administrator
Federal Highway Administration

Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 22 '85
REFER TO
FOR
File

Creek Culvert
Creek Bridge Section
Mapleton-Junction City Highway
Lane County
Bridge 1755-0A

Enclosed are two reduced prints of Drawings 40595 and 40491 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two copies of the Foundation and Hydraulic Reports.

The roadway width provides for two-12' lanes and two-10' shoulders. The alignment and roadway width are in accordance with the standards governing the project.

We propose to replace the existing timber structure with two 8'-7" x 5'-11" structural plate steel pipe arches. The ends of pipe arches will be provided with concrete headwalls and wingwalls to retain the roadway fill within the existing right-of-way. The existing structure will be removed in stages to permit a single lane of traffic during construction. Bent 2 of the existing structure requires minor structural adjustments during construction to permit appropriate horizontal clearances for the new pipe arches.

Alternate structures consisting of 18' single span prestressed slab ($57,500), 18' span concrete rigid frame ($58,500), and 35' single spill-through span ($84,600) were also considered for this location but proved to be more expensive.

The estimated cost of the proposed culvert based on quantities and including an allowance for engineering and contingencies is $55,700.

We request your approval of our preliminary plan.

KAK:smd

Enclosures

~~cc E. S.~~ Hunter
Gary Potter
Rick Kuehn /w/ 1 set
Jim Gix /w/ 2 sets
Cam Gilmour /w/ 1 set

[illegible]

Creek [illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-34(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/10/84

8. FEDERAL ROUTE NUMBER Primary 34

9. STATE ROUTE NUMBER Secondary 229

10. GENERAL LOCATION:

Creek Bridge (M.P. 50.89) #017550229-05090

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY

TEC $31,100
FF $24,080

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 11/29/84.

RECEIVED
STATE HWY ENGR
DEC 13 '84
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. to
12/13

14. DATE 12/12/84

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

# PROJEC PROSPECTUS
## PART 4 — SURVEY AUTHORITY

LANE Co.

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION Creek Bridge No. 1755 0 | KEY ID# 02661 |
| | REGION 3 |

| | | | |
|---|---|---|---|
| Hwy #229 SURVEY AUTHORITY | AUTHORIZATION NO. 1 | PREFIX 120-1951 | DATE |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 9,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 500 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 800 | 935 SOILS | | 600 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 3,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 1,500 |
| 906 BRIDGE DESIGN | | 7,000 | 921 SPECIFICA-TIONS | | 2,500 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 2,000 | 950 TRAINING | | 300 |
| 910 REGION GEOLOGIST | | 300 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 2,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | | 932 RAILROAD & UTILITIES | | 200 | | | |
| | | | | | | TOTALS | $ | $ 30,100 |
| RIGHT-OF-WAY PREFIX | | | | | | PREVIOUS AUTHORIZATION | | $ |
| FEDERAL AID PROJECT NUMBER BRF-34(3) | | | | | | ADD. AUTH. REQUIRED | | $ |

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction of new bridge No. 1755 0

1 Do
.64
.64
.2 E
.64
3

APPROVED BY OTC 11/20/84

| | | | |
|---|---|---|---|
| PREPARED BY Duane Kirby | DATE 10-10-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Wendell E. [illegible] | DATE 12/3/84 |
| RECOMMENDED, REGION ENGINEER X [illegible] | DATE [illegible] | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible] | DATE |
| RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible] | DATE 11/30/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12/10/84 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02661

SECTION: Creek Bridge No. 1755 O ← LETTER 'O' NOT #

REGION: 3

| | | | | |
|---|---|---|---|---|
| STATE HIGHWAY # 229 | HIGHWAY NAME Mapleton-Junction City | | MILE POST FROM 50.89 TO 50.91 | LENGTH .02 |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY Lane | ROAD/STREET NAME | |
| ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) | | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 18 | GRADING (✓) | X | FILES (#) | 0 |
| RIGHT OF WAY | | $ | PAVING (✓) | X | ACRES (#) | 0 |
| ROADWAY | $ 20 | | STRUCTURES (✓) | X | RELOCATIONS (#) | 0 |
| STRUCTURES | $ 112 | | SIGNING (✓) | | **WORK BY STATE/CONSULTANT/APPLICANT** | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 11 | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | N/A |
| REMOVE EXISTING BR. | $ 9 | | ENVIRONMENTAL CLASS (1,2,3) | | RIGHT OF WAY ACQUISITIONS (S,C,A) | N/A |
| 40% ENGINEERING & CONTINGENCIES | $ 61 | | DESIGN CATEGORY (1-7) | | **CONSTRUCTION BY** | |
| TOTAL CONSTRUCTION | | $ 213 | WORK TYPE (1-12) | | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 231 | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85 | RECOMMENDED FUNDING SOURCE HBR | RECOMMENDED PROGRAM YEAR 1985 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 2050 | 2100 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | 1985 |

DEFINE THE PROBLEM

This is a wood structure built in 1932. Present sufficiency rating is 30.7

PROPOSED SOLUTION

Replace structure with modern concrete bridge or replace with pipe.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE 10/10/84 | | | |
| APPROVED, ASST HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1311 (7-82)

## PROJEC PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02661

SECTION Creek Bridge No. 1755 0

REGION 3

## PROJECT JUSTIFICATION

The existing timber composition spans are badly deteriorated, requiring a high level of maintenance. Replacement of the bridge will provide a modern structure with no maintenance requirements for many years plus providing a higher level of safety to the motoring public.

The approaches to the structure will need widening to install the approach guardrail.

## ADMINISTRATION RECOMMENDATION

# PROJEC PROSPECTUS
## PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02661

SECTION Creek Bridge No. 1755 0

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | S | DETOUR | N | BORROW SOURCE | S | CORPS OF ENGINEERS | S ~~N~~ | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | S | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | S | STATE LANDS | S | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | | | SIGNALS | | OLD (#) 0 | NEW (#) 0 |

UTILITIES (LIST BELOW)

COMPANIES
NONE

### RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | N | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | N |

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

### TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| | | | | | | | 12' | | 12' | | | | | | | |
| | | | | 8' ~~10'~~ | | | 12' | × | 12' | | | 8' ~~10'~~ | | | | |
| **PROPOSED** | | | | E | | | | | | | | E | | | | |

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 57 | 44 | 112,000 | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Location Engineer
Date 11/30/84

734-1912 (7-82)

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

**KEY ID #** 02661

**SECTION**
Creek Brodge No. 1755 0

**REGION**
3

**ESTIMATED RIGHT-OF-WAY IMPACTS**

No Right of Way will be needed for this project.

**ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN**

The project is a bridge replacement, which would be consistent with the Comprehensive Plan. No land use impact is expected.

**ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY**

The project would increase safety by providing a wider, higher load capacity bridge.

**ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES**

The structure would be replaced during the construction season which coincides with low run off. Only minor construction related impacts are anticipated.

**ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES**

NONE

**PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES**

NONE

**RECOMMENDED PROJECT CLASSIFICATION**

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

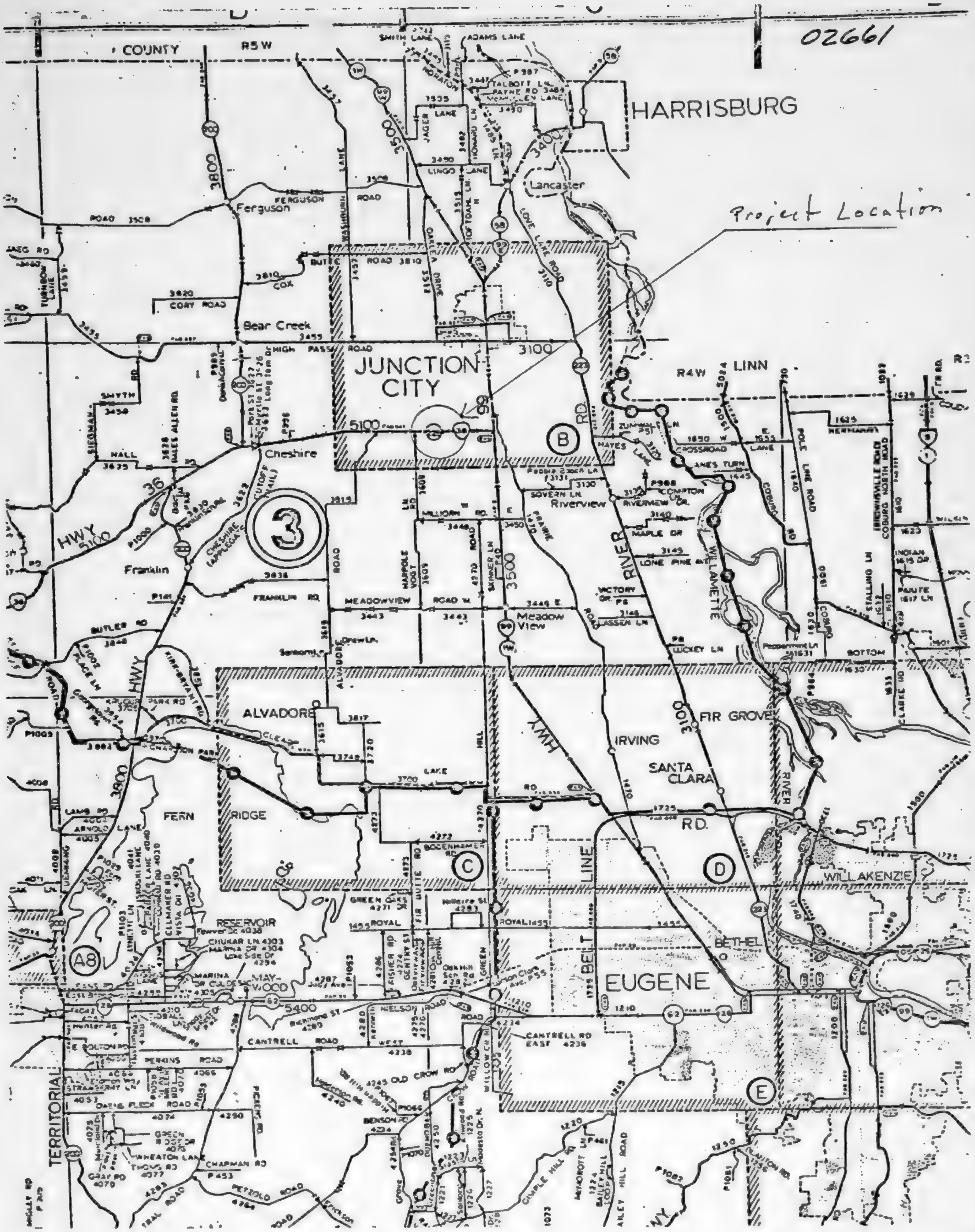
☒ CLASS 2 (CATEGORICAL EXCLUSION) -statewide categorical exclusion with minimal potential for impacts to all phases

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

**OTHER DOCUMENTATION**

| | | |
|---|---|---|
| **PREPARED BY**<br>X Dune Kirby | **TELEPHONE NUMBER**<br>440-3399 | **FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE** |

02661



Project Location

COUNTY
R5W
HARRISBURG
Lancaster
Ferguson
Bear Creek
JUNCTION CITY
R4W
LINN
Cheshire
Franklin
HWY 5100
Riverview
Meadow View
WILLAMETTE
ALVADORE
FIR GROVE
IRVING
SANTA CLARA
FERN RIDGE
RESERVOIR
MAYWOOD
BETHEL
EUGENE
WILLAKENZIE
BELT LINE
RIVER RD.
TERRITORIAL
3
A8
B
C
D
E

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

DATE: November 6, 1984

TO: Oregon Transportation Commission

FROM: for H.S. Coulter
State Highway Engineer

SUBJECT: Requests for Approval to Add Sixteen Projects to and Remove one from the Six Year Program

On your Agenda for your consideration at the November 20 meeting will be a request to add the following projects to the Six Year Highway Improvement Program.

SECTION: Columbia River Highway Slide Correction (MP 53)
HIGHWAY: Columbia River
COUNTY: Hood River
PROGRAM YR: 1985
FUNDING: I-4R
Total Estimated Cost: $ 475,000

DESCRIPTION: A rock slide recently occurred at M.P. 53 of the Columbia River Highway and inspection shows the potential for future slides. This project would scale the existing rock face and create a bench.

IMPACT: Interstate 4R funds are available, the impact on funding would be minimal.

The following projects to be added are all Highway Bridge Replacement funded. HBR funds are available; the impact will be small.

SECTION: Davis Slough Bridge #6516
HIGHWAY: Coos Bay - Roseburg
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 106,000

DESCRIPTION: Wooden piles and caps are badly deteriorated. The project would replace wood piles and cap with concrete.

SECTION: Lampa Creek Bridge #03184
HIGHWAY: Coquille - Bandon
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 675,000

DESCRIPTION: This is a badly deteriorated wooden structure built in 1923. The project is for replacement with a concrete structure.

SECTION: Shingle House Slough Bridge #3166A
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 576,000

DESCRIPTION: This bridge has a wooden substructure situated in the intertidal zone and is subject to limnoria attack. The project is for replacement with a concrete structure.

SECTION: Shingle House Slough Bridge #6514
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 366,000

DESCRIPTION: This bridge has a wooden substructure situated in the intertidal zone and is subject to limnora attack. The project is for replacement with a concrete structure.

SECTION: Tenmile Creek Bridge #0949
HIGHWAY: Oregon Coast (Frontage Road)
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 403,000

DESCRIPTION: This is a wooden structure built in 1924. The project is for replacement with a concrete structure.

SECTION: Creek Bridge #1755C
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 110,000

DESCRIPTION: The present structure is wood, built in 1932. The project is for replacement with a 60" culvert.

SECTION: Creek Bridge #1755I
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 91,000

DESCRIPTION: This is a wooden structure built in 1932. The project is for replacement with double 65" x 40" arch pipe culverts.

SECTION: Creek Bridge #1755O
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost $ 213,000

DESCRIPTION: This is a wooden structure built in 1932. The project is for replacement with a concrete structure.

SECTION: Green Creek Bridge #4019
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 276,000

DESCRIPTION: This is a wooden structure built in 1931. The project is for replacement with a concrete structure.

| | | |
|---|---|---|
| SECTION: | R/W Bridge on Lt. #6688 | |
| HIGHWAY: | Florence - Eugene | |
| COUNTY: | Lane | |
| PROGRAM YR: | 1985 Construction | |
| FUNDING: | HBR | |
| | Total Estimated Cost: | $ 33,000 |
| DESCRIPTION: | This wooden structure is badly deteriorated. The project is for replacement with a concrete bridge or pipe. | |

| | | |
|---|---|---|
| SECTION: | Washburn Irrig. Ditch Bridge #1755F | |
| HIGHWAY: | Mapleton - Junction City | |
| COUNTY: | Lane | |
| PROGRAM YR: | 1985 Construction | |
| FUNDING: | HBR | |
| | Total Estimated Cost: | $ 110,000 |
| DESCRIPTION: | This bridge, built in 1932, has a wooden substructure. The project is for replacement with double 81" x 59" arch pipe culverts. | |

| | | |
|---|---|---|
| SECTION: | Shan Creek Bridge #01672 | |
| HIGHWAY: | Rogue River Loop | |
| COUNTY: | Josephine | |
| PROGRAM YR: | 1985 Construction | |
| FUNDING: | HBR | |
| | Total Estimated Cost: | $ 481,600 |
| DESCRIPTION: | This is a wooden structure built in 1927. The project is for replacement with a structure. | |

| | | |
|---|---|---|
| SECTION: | Smith River Bridge #02129 | |
| HIGHWAY: | Oregon Coast Highway | |
| COUNTY: | Douglas | |
| PROGRAM YR: | 1985 Construction | |
| FUNDING: | HBR | |
| | Total Estimated Cost: | $ 48,000 |
| DESCRIPTION: | The wooden deck on the structure is deteriorated. The project calls for replacing the deck with precast concrete and rubberized AC overlay. | |

SECTION: Warner Canyon Creek (Or. 140) Br. #02344
HIGHWAY: Klamath Falls - Lakeview
COUNTY: Lake
PROGRAM YR: 1986 Construction
FUNDING: HBR
Total Estimated Cost: $ 125,000

DESCRIPTION: The existing structure is obsolete. This project is for replacement with a concrete slab span structure.

SECTION: Birch Creek (Ochoco Hwy.) Br. #05009
HIGHWAY: Ochoco
COUNTY: Wheeler
PROGRAM YR: 1986 Construction
FUNDING: HBR
Total Estimated Cost: $ 90,000

DESCRIPTION: The existing structure is functionally and structurally obsolete. The project is for replacement with a concrete slab span structure.

The following is a request to remove a project from the Six Year Program.

SECTION: Enterprise - Lewiston Hwy. Rockfalls
HIGHWAY: Enterprise - Lewiston
COUNTY: Wallowa
PROGRAM YR: 1987 Construction
FUNDING: FAP
Total Estimated Cost: $ 50,000

DESCRIPTION: Investigation has found no apparent problems due to falling rocks.

IMPACT: Due to a short supply of FAP funds this change will have a positive effect on the Program.

cc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
E.S. Hunter
W.E. Schwartz
G.A. Potter
C.O. Fredrickson
J.H. Versteeg
L.E. George
Cam Gilmour
F.E. Terpin
V.E. Skoog
Region Engineers
George Bell

RM:me

1985 Eugene/Springfield Sig. 10,080
System Proj. on various city sts.
in Eugene & Springfield.

C+H 8308 06-21-85

10080

cc: OSHD (D. Forbes)

STATE COPY

US Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

1-31-91

| | | | | |
|---|---|---|---|---|
| DIVISION<br>OREGON | REPORT NO.<br>7 | DATE OF FINAL INSPECTION RPT<br>1/16/90 | PROJECT NO.<br>M-000C(34) & FFR-3(15) | COUNTY<br>LANE |
| DATE CONTRACT STARTED<br>7/17/85 | DATE WORK COMPLETED<br>3/31/89 | ACCEPTANCE BY CONTRACT AGENCY | | TIME ELAPSED<br>100 % |

LOCATION
EUGENE - SPRINGFIELD METRO AREA

SCOPE OF PROJECT
DESIGN AND INSTALLATION ON COMPUTER CONTROLLED SIGNAL SYSTEM

NOTE: FHWA-47 X Submitted Not required
Materials Certification X Submitted __ Not required
There is compliance with sec. 1.23 of the Regs pertaining to encroachments on the ROW

REMARKS: X SHA procedures and controls were sufficient to assure that this project has been completed in reasonable close conformance with the approved plans and specifications including authorized changes and extra work.

**BACKGROUND:**

Included under project M-000C(34) were one consultant agreement and two construction contracts. A portion of the Eugene computer controlled signal system was constructed under project FFR-3(15). A portion of the consultant agreement was for preliminary engineering and should be assigned to project M-000C(14).

**COMMENTS:**

Based on that confusing mix of work I have determined from field reviews of completed work that the computer controlled signal systems in both Eugene and Springfield are operating as intended.

All price agreements and extra work orders have been reviewed and are approved for participation as shown on the final progress estimates for contract numbers 10080 and 10420. The provisions of the consultant agreement have been met and final payment has been made.

All Federal-aid participating work has been completed.

RECEIVED
STATE HWY ENGR
JAN 28 '91
ASSIGNED TO
Colaine
FOR

| INFO | INVES | ADJUST DRAFT | DIRECT REPLY | SIGN | ACT | FILE |
|---|---|---|---|---|---|---|
| | | | | | | |

1-28

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE | | SIGNATURE | |
| TITLE<br>AREA ENGINEER | DATE<br>1/24/91 | TITLE<br>DISTRICT ENGINEER | DATE<br>1/24/91 |

FORM FHWA 1446B FACSIMILE

10,510

STATE OF OREGON

INTEROFFICE MEMO

TO: LIST

DATE: November 27, 1990

FROM: DON ADAMS
Region 1 Engineer

SUBJECT:

I have signed a memorandum of understandign with Washington County to transfer responsibility for Scholls Highway (Hwy. 210) to the county.

In addition to supplementary state contributions to the "Murray Blvd. - Fanno Creek" project and needed O & M work on Scholls, the agreement calls for the completion of three other projects already programmed for construction in the 1991-1996 Six-Year HIP:

Copy
CON 31-6
Scholls
SP
(Murray-Fanno Cr.)
track
HGK 3

- "SPRR Crossing - Beaverton/Tigard Highway" (1991)
- "Scholls @ Beef Bend Road" (1991)
- "Scholls Hwy. @ SW Jamieson Road" (1992)

The transfer of Scholls to Washington County is contingent upon the completion of these projects, so it is important that we keep them on track.

DA/DW/web/dw11211/f

LIST: Don Forbes, State Highway Engineer
Bill Anhorn, Deputy State Highway Engineer
Cam Gilmour, Program Section Manager
Duane Christensen, Planning Section Manager
Jim McClure, Region 1 Project Development Manager

RECEIVED
STATE HWY ENGR
NOV 30 '90
ASSIGNED TO
Donald E. Forbes
FOR

| INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE |
|---|---|---|---|---|---|---|
| | | | | | | |

81-125-1387

# MEMORANDUM OF UNDERSTANDING

## DEPARTMENT OF LAND USE AND TRANSPORTATION
## OREGON DEPARTMENT OF TRANSPORTATION

Department of Land Use and Transportation and the Oregon Department of Transportation have developed a proposal which enables the timely completion of several needed highway improvement projects in Washington County concurrently with a rationalization of the state highway system in conformance with Oregon Transportation Commission policy.

The proposed transaction entails the transfer of federal, state and county highway funds among certain projects to avoid restrictions associated with currently dedicated federal sources. These transfers would ensure prompt completion of the projects described in the attached fund exchange agreement at no additional cost to either the State or County.

The proposed transaction also involves an increased state investment of $3.7 million in already scheduled improvements to Scholls Highway. Designated "Murray Boulevard - Fanno Creek", this construction project provides four travel lanes (two in each direction) on Scholls from Nimbus west to Murray Boulevard, with a continuous left-turn median, intertied traffic signals and right-turn lanes at signalized intersections.

The additional state investment is required to cover a revenue shortfall of $3.702 million in a project estimated to cost $7.49 million in total. State modernization funds comprise an additional $1.56 million of the total. The county MSTIP 1 funds of $1,765,000 is a maximum fixed amount in accordance with the attached fund exchange agreement cited above. ($1,770,000 minus the $5,000 transferred to the state, by agreement in 1988, to equally share in the cost of changing the traffic controller at 121st/Scholls intersection.)

Upon enactment of this memorandum of understanding, the undersigned agree to present to the Oregon Transportation Commission and the Washington County Board of Commissioners for their consideration and approval a "Cooperative Improvement Agreement: Preliminary Engineering Construction Finance Agreement" and an "Abandonment and Retention Agreement". These agreements shall act as the formal mechanisms for County assuming responsibility for the ownership and maintenance of the Scholls Highway 210 from its junction with the Hillsboro-Silverton Highway 219 to its junction with the Beaverton-Hillsdale Highway 10 under the conditions outlined in this memorandum and the above agreements.

It is also mutually understood that ODOT is committed to the completion of the Murray Boulevard-Fanno Creek project as well as the SPRR Crossing-Beaverton/Tigard Highway project, the Scholls Highway at Beef Bend Road Intersection project, and the Scholls Highway at SW Jamieson Road project, as identified and approved in the ODOT 1991-1996 Six-Year HIP dated July, 1990. If ODOT is unable to complete these projects, it is mutually understood that the jurisdiction of Scholls Highway 210 would automatically revert back to the state. If, however, in the future some local (City or County only) government restriction, condition, or limitation prohibits the State from completing these projects on Scholls Highway 210 , this provision would not take effect. Furthermore, it is mutually understood that the Scholls

Highway lane miles being assumed by the county will be creditable toward the lane miles of the Western Bypass, when the Bypass is completed.

The state will retain responsibility for intersection termini of Scholls Highway at Beaverton-Hillsdale Highway/Oleson Road and at Hillsboro-Silverton Highway 219, as well as the Scholls and State Highway 217 interchange segment between the railroad crossing (inclusive of) (M.P. 9.02) and the northeast side of the Scholls Highway/Hall Boulevard intersection (M.P. 9.61). (See attached line chart)

The intersection of Beaverton-Hillsdale Highway/Scholls Highway/Oleson Road has long been recognized as a major traffic problem. ODOT and the county have agreed to work aggressively and cooperatively toward an economically feasible improvement of this intersection.

The Scholls Highway requires other operational and maintenance (O & M) improvements in order to keep it in good condition commensurate with good maintenance practices and the traffic volumes the Highway experiences. In order to enable the early transfer of ownership responsibility for the Highway to County, ODOT agrees to contribute $450,000 to County for needed O & M improvements on the Highway.

State dollars transferred to County must be used for transportation purposes on Scholls Highway consistent with the Oregon Constitution and statutes. County will be responsible to account for expenditure of State funds as if the funds were a part of County's monthly gas tax receipts.

The transfer of ownership responsibility to County for Scholls Highway is set for on or about July 3, 1991, contingent upon receipt of ODOT's O & M support payment of $450,000, and approval of subsequent cooperative improvement/construction finance, abandonment and retention agreements.

Don Adams, Regional Engineer, Region 1
Oregon Department of Transportation

Bruce A. Warner, Director
Washington County Department of Land Use
and Transportation

11/20/90

Attachment

NEIL GOLDSCHMIDT
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 9, 1989

In Reply Refer to
File No. PRO

Washington County
150 North First
Hillsboro, OR 97124

Ladies and Gentlemen,

The State of Oregon (State), acting by and through its Department of Transportation, Highway Division, and Washington County (County), acting by its and through its designated officials, have determined that it is advantageous to both parties and in the public's interest to enter into this agreement.

It is the intent of this agreement to exchange State funds for MSTIP funds. State funds are currently assigned to a project that will be delayed, and they are therefore available for other uses. An equal amount of County MSTIP funds are assigned to a highway project (TV Highway) that is currently under contract. The parties agree that both projects are subject to the following conditions:

1. State agrees to assign $1,651,296.00 to the Tualatin Valley Highway project, Main to Shute Park.

2. State will release Washington County MSTIP funds totalling $1,335,406.00 from the local investment pool currently assigned to the Tualatin Valley Highway project. County will use the released MSTIP funds for construction of another County project.

3. State will release $315,890 of FAIX funds from the Tualatin Valley Highway project and make it available for County use on another highway project.

4. County shall, upon execution of this agreement, transfer Interstate Transfer (FAIX) and Federal-Aid Urban (FAU) federal funds from County sponsored projects to the State for use on the Murray-Fanno Creek project on Scholls Highway. The amount of FAIX funds shall be $375,890 and the FAU amount shall be $1,193,997.

OREGON'S ROAD & UTILITY WORKERS

AN EQUAL OPPORTUNITY EMPLOYER

5. County shall authorize execution of this agreement during a regularly convened session of its Board of County Commissioners.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

This project was approved by the Oregon Transportation Commission on August 16, 1988 as a part of the Six-Year Highway Improvement Program (page 19).

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to sign this agreement for and on behalf of the Commission. Said authority is set forth in the Minutes of the Oregon Transportation Commission.

APPROVAL RECOMMENDED

By ______________________
Region Engineer

APPROVED AS TO
LEGAL SUFFICIENCY

By ______________________
Asst. Attorney General

Date 12-8-89

APPROVED AS TO
LEGAL SUFFICIENCY

By ______________________
County Counsel

Date 10-27-89

EDM:bkw:pf

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division

By ______________________
for State Highway Engineer

Date 1/4/90

WASHINGTON COUNTY, by and through
its Board of County Commissioners

By Bonnie L. Hays
Chairman

By ______________________
Commissioner

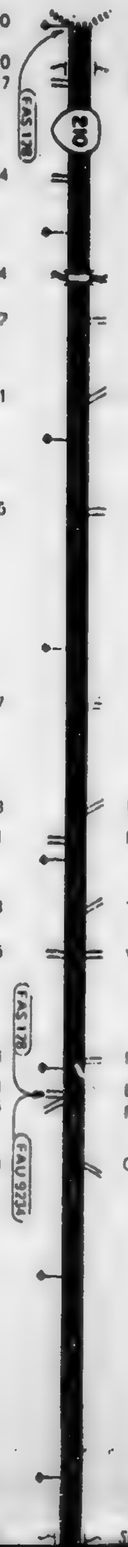
By ______________________
Commissioner

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 89-426
DATE 11-21-89
BY Pam Pickart

**SCHOLLS**
M.P. 0.00

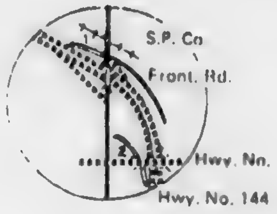
**NORTH SCHOLLS**
M.P. 0.74

**KINTON**
M.P. 4.18



| | | |
|---|---|---|
| 0 | 0.00 | Jct HILLSBORO-SILVERTON HWY. No. 140 (M.P. 10.05) |
| | 0.20 | *Heaton Creek* |
| | 0.27 | Rowell Road (Co.) |
| | 0.74 | Scholls-Sherwood Road (Co.) |
| | 1.24 | *TUALATIN RIVER* (Scholls Bridge) |
| | 1.42 | Rainbow Lane (Pub.) |
| | 1.81 | River Road (Co.) |
| | 2.35 | Clark Hill Road (Co.) |
| | 3.27 | Road (Pub.) |
| | 3.73 | Road (Co.) |
| | 3.91 | Pleasent Valley Road (Co.) |
| | 4.23 | Tile Flat Road (Co.) |
| | 4.45 | Vandermost Rd. (Co. Rt.), Strobel Rd. (Pub. Lt.) |
| 5 | 4.94 | Reusser Road (Co.) |
| | 5.13 | Beef Bend Road (Co.), Enter Urban Area |
| | 5.14 | Friendly Road (Co.) |
| | 5.43 | Old Scholls Ferry Road (Co.) |
| | 7.29 | *Summer Creek* |

## PROGRESS INTERCHANGE CONNECTIONS



### CONNECTION No. 1

9.13
1C9.13
1C9.32

Frontage Road (M.P. F9.13 Back)
Jct SCHOLLS HWY. No. 143
Jct. BEAVERTON-TIGARD HWY. No. 144 (M.P. 4.51)
Total Length 0.19 Miles

### CONNECTION No. 2

[illegible]
[illegible]
[illegible]
[illegible]

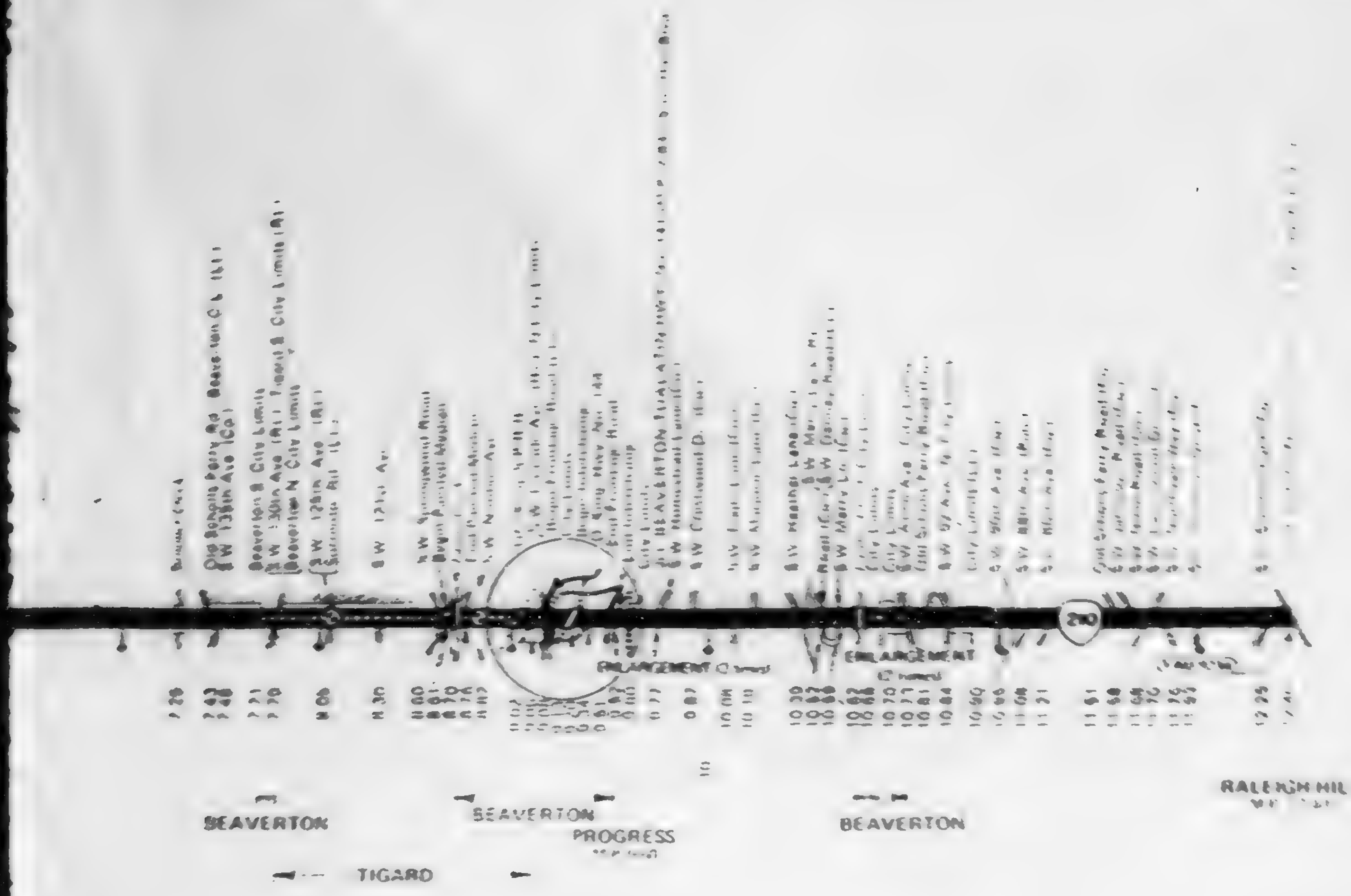
Jct SCHOLLS HWY. No. 143
O'Xing Hwy. No. 141
Jct BEAVERTON-TIGARD HWY. No. 144 (M.P. [illegible])
Total Length 0.20 Miles

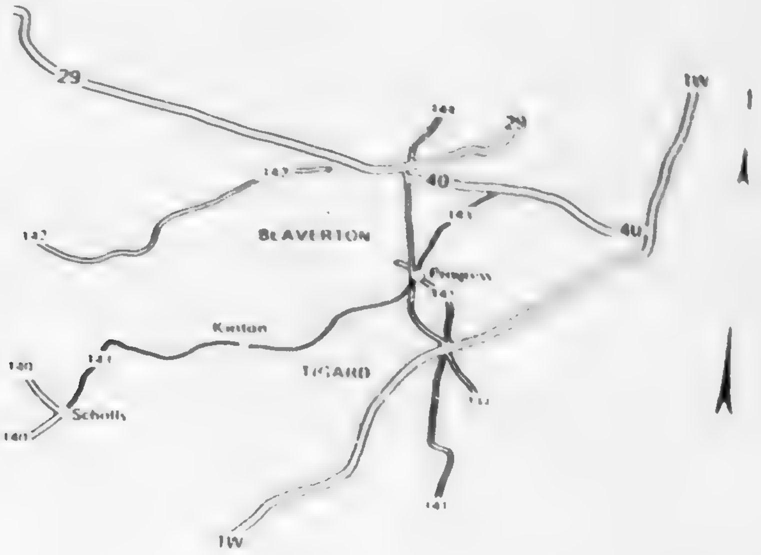
## PROGRESS WEST FRONTAGE ROAD

9.06
F9.06
F9.32

Jct SCHOLLS HWY. No. 143
End Opp. Hwy. No. 143 (M.P. 9.34)
Total Length 0.26 Miles

# SCHOLLS HIGHWAY No. 143


Old Scholls Ferry Rd.
S.W. 135th Ave. (Co.)
Beaverton S. City Limits
Beaverton N. City Limits
S.W. 125th Ave.
BEAVERTON
ENLARGEMENT
ENLARGEMENT
210
BEAVERTON
BEAVERTON
PROGRESS
BEAVERTON
TIGARD
RALEIGH HILLS


29
1W
143
29
40
143
143
BEAVERTON
40
141
Progress
141
Kinton
140
141
TIGARD
Scholls
140
141
141
1W

| STATE HIGHWAY NO. 143 | | FAI | FAP | FAS | FAU | NON-FA | URBAN AREA |
|---|---|---|---|---|---|---|---|
| TOTAL MILEAGE | 12.40 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Located Line | 0.00 | | | | | | |
| Temporary Route | 0.00 | | | | | | |
| Existing Highway | [illegible] | | | | | | |
| ADDITIONAL MILEAGE | [illegible] | | | | | | |
| Connections | [illegible] | | | | | | |
| Frontage Roads | [illegible] | | | | | | |
| EXCLUDED MILEAGE | [illegible] | | | | | | |
| Located Line | | | | | | | |
| Temporary Route | | | | | | | |

10,080.

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER 9-55 | | State Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County Lane |
| MODIFICATION NUMBER 4 | 9-7-89 | Project Number M-000C(34) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 1985, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,404,456.00 | $ 1,565,167.00 |
| Federal funds | $ 1,237,940.00 | $ 1,379,598.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7 TH day of SE, 19 '89.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

for MANAGER, PROGRAM SECTION
*(Title)*

~~BY~~ For: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 11, 1989

Federal Aid Project No. M000C(34)

Eugene/Springfield Signal Section
City Streets
Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y033
Traffic Signals (60 Locations, Contract #10.080)

| Item | Unit | Unit Price | Original Quantity | Original Amount | Revised Quantity | Revised Amount |
|---|---|---|---|---|---|---|
| Type 170/332 Controller Asbly. W/Opticom PA #1A | Each | $ 113,009.75 | 0 | 0.00 | 10 | $ 130,097.50 |
| Type 170/332 Controller Asbly. PA #1B | Each | $ 8,400.75 | 0 | 0.00 | 4 | $ 33,603.00 |
|  |  |  |  |  |  | 163,700.50 |

| | |
|---|---|
| Total Increase | $ 163,700.50 |
| Subtotal from previous estimate of March 22, 1988 | 624,198.85 |
| Subtotal | $ 787,899.35 |
| Engineering | 50,801.65 |
| Total | $ 838,701.00 |

Type Code Y033
Copmputerized Traffic Signal System

| | |
|---|---|
| Total from previous estimate of March 22, 1988 | $ 438,455.00 |

Length of Project ----------------- 0.00 mi.

Items retained in reserve were not used on this project

Type Code Y033 (Second Contract)
Signal Interconnect (Various City Streets and Highway; Contract #10.420)

| | |
|---|---|
| Total from previouw estimate of March 22, 1988 | $ 288,001.00 |

## SUMMARY OF FUNDS 988.12%)

| Description | | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|---|
| Signals | 88.13 | $ 838,701.00 | $ 739,314.00 | $ 49,694.00 | $ 49,693.00 |
| Computerized Signals | " | 438,455.00 | 386,498.00 | 25,978.50 | 25,978.50 |
| Signal Interconnect | 88.12 | 288,001.00 | 253,786.00 | 17,107.50 | 17,107.50 |
| TOTAL | | $ 1,565,157.00 | $ 1,379,598.00 | $ 92,780.00 | $ 92,779.00 |

**Contract No. 10.080**

Prefix: C320-1962 (P.E.)
C020-1927 (P.E.)
C10080
C320-1014(O.F.W.)
Subjob 010 = 0%; Subjob 011 = 100%

**2nd Contract No. 10.420**

Prefix: C10420
Subjob 010 = 0%; Subjob 011 = 100%

DCN:pk

10,080 J

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>3-257 | | State<br>Oregon |
| PROJECT REPORT NUMBER | | County<br>Lane |
| MODIFICATION NUMBER<br>3 | | Project Number<br>M-000C(34) |

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-25-88

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 19 85, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,402,029 | $ 1,404,456 |
| Federal funds | $ 1,235,888 | $ 1,237,940 |
| Other revisions | | |

copy #10,420

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25TH day of MAR, 19 88.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

for MANAGER, PROGRAM SECTION
*(Title)*

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

FOR: DALE E. WILKEN

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 22, 1988

FEDERAL AID PROJECT NO. M-000C(34)

EUGENE/SPRINGFIELD SIGNAL SECTION
CITY STREETS
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y033
TRAFFIC SIGNALS (60 LOCATIONS, CONTRACT #10,080)

|  |  |  |
|---|---|---|
| Subtotal as on previous estimate of May 21, 1987 |  | $ 624,198.85 |
|  | Engineering | 50,801.15 |
|  | Total | $ 675,000.00 |

TYPE CODE Y033
COMPUTERIZED TRAFFIC SIGNAL SYSTEM

|  |  |  |
|---|---|---|
| Subtotal as on previous estimate of May 21, 1987 |  | $ 420,554.00 |
|  | Engineering (Consultant) | 11,500.00 |
|  | Engineering (Slate) | 6,401.00 |
|  | Total | $ 438,455.00 |

|  |  |
|---|---|
| Length of Project | 0.00 mi. |

RETAIN IN RESERVE

|  |  |  |
|---|---|---|
| City Labor | All Required | $ 3,000.00 |

TYPE CODE Y033 (SECOND CONTRACT)
SIGNAL INTERCONNECT (VARIOUS CITY STREETS & HIGHWAYS: CONTRACT #10,420)

| ITEM | UNIT | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|---|
| Furnish and Install 1-Inch Conduit | LF | $ 11.20 | 170 | $ 1,904.00 | 205 | $ 2,296.00 |
| Furnish and Install 3-Inch Conduit | LF | 24.58 | 350 | 8,603.00 | 356 | 8,750.48 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Furnish and Install 4-Inch Conduit in Bldg. | LF | 42.13 | 20 | 842.60 | 23 | 968.99 |
| Furnish and Install Type 5 Jct. Box | EA | 352.23 | 2 | 704.46 | 7 | 2,465.61 |
| | | | | $12,054.06 | | $ 14,481.08 |

| | |
|---|---|
| Total Increase | $ 2,427.02 |
| Subtotal as on previous estimate of May 21, 1987 | 251,607.13 |
| Subtotal | $ 254,034.15 |
| Engineering | 33,966.85 |
| Total | $ 288,001.00 |

SUMMARY OF FUNDS (88.15%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|---|
| Signals | W32 | $ 675,000.00 | $ 595,012.00 | $ 39,994.00 | $ 39,994.00 |
| Computerized-Signals | W32 | 438,455.00 | 386,498.00 | 25,978.50 | 29,978.50 |
| Reserve | W32 | 3,000.00 | 2,644.00 | 178.00 | 178.00 |
| Signal Interconnect | W32 | 288,001.00 | 253,786.00 | 17,107.50 | 17,107.50 |
| Total | | $1,404,456.00 | $1,237,940.00 | $ 83,258.00 | $ 83,258.00 |

Contract No. 10,080

Prefix: C320-1962 }
(P.E.)
Prefix: C020-1927 }

Prefix: C10080
Sub. Job 010 = 0%
Sub. Job 011 = 87%

OFW: C320-1014
Sub. Job 010 = 0%
Sub. Job 011 = 100%

DDB:bkw

2nd Contract No. 10,420

Prefix: C320-1962 (P.E.)
Prefix: C10420
Sub. Job 010 = 0%
Sub. Job 011 = 100%

10, 080

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | | |
|---|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER 6 - 38 | U.S. Department of Transportation<br>**Federal Highway Administration** | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | State<br>Oregon |
| PROJECT REPORT NUMBER | | | County<br>Lane |
| MODIFICATION NUMBER<br>2 | | 6-3-87 | Project Number<br>M-000C(34) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26 , 19 85 , is hereby modified as follows:

Copy[illegible] A30 #10[illegible]

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,168,109 | $ 1,402,029 |
| Federal funds | $ 1,029,687 | $ 1,235,888 |
| Other revisions | | |

This modification is made for the following reasons: To include second construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3RD day of JUN , 19 87

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~By~~ XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 21, 1987

FEDERAL AID PROJECT NO. M-000C(34)

Eugene/Springfield Signal System Project
Various City Streets
Lane County

## REVISED PROJECT AGREEMENT ESTIMATE TO INCLUDE 2ND CONTRACT

Type Code Y033
Traffic Signals (60 locations)(Contract No. 10,080)

| | | | | |
|---|---|---|---|---|
| Temporary Protection and Direction of Traffic | Lump Sum | 90% | Lump Sum | $ 3,853.35 |
| Temporary Signs | Sq. Ft. | 256 | 2.00 | 512.00 |
| Flaggers | Hour | 332 | 13.50 | 4,482.00 |
| Type 170/332 Controller Assembly with "Opticom" | Each | 10 | 12,991.00 | 129,910.00 |
| Type 170/332 Controller Assembly | Each | 8 | 8,382.00 | 67,056.00 |
| Type 170/337 Controller Assembly | Each | 44 | 5,697.00 | 250,668.00 |
| Special Memory Module | Each | 41 | 260.00 | 10,660.00 |
| Communications Termination Panel | Each | 43 | 280.00 | 12,040.00 |
| One Way Pedestrian Signal S-1 Mounting | Each | 13 | 304.00 | 3,952.00 |
| Two Way Pedestrian Signals S-2 Mounting | Each | 150 | 519.00 | 77,850.00 |
| One Way Pedestrian Signals T-1 Mounting | Each | 3 | 368.00 | 1,104.00 |
| Two Way Pedestrian Signals T-2 Mounting | Each | 26 | 539.00 | 14,014.00 |
| One Way Vehicle Signal GLTA/ Elevator Plumbizer | Each | 2 | 274.00 | 548.00 |
| Model 400 Modem | Each | 8 | 267.00 | 2,136.00 |
| "Opticom" Brand Cable Model 138, 1,000 Ft. Reel | Each | 3 | 418.00 | 1,254.00 |
| Cabinet Adaptor, 332 to "M" Base | Each | 1 | 165.00 | 165.00 |
| Cabinet Adaptor, 332 to "P" Base | Each | 9 | 165.00 | 1,485.00 |
| Remove/Salvage/Install Controller, Steel Pole | Each | 16 | 290.00 | 4,640.00 |
| Remove/Salvage/Install Controller, Wood Pole | Each | 3 | 656.00 | 1,968.00 |
| Remove/Salvage/Install Controller, Ped. Pedestal | Each | 18 | 255.00 | 4,590.00 |
| Remove/Salvage/Install Controller, Post Top | Each | 3 | 100.00 | 300.00 |
| Remove/Salvage/Install | | | | |

| | | | | |
|---|---|---|---|---|
| Controller, "M" Cabinet | Each | 1 | 155.00 | 155.00 |
| Remove/Salvage/Install Controller, "P" Cabinet | Each | 9 | 130.00 | 1,170.00 |
| Remove/Salvage/Install Controller, "P" Cabinet W/O Adaptor | Each | 6 | 130.00 | 780.00 |
| Remove/Salvage/Install Controller, "S" Cabinet | Each | 1 | 180.00 | 180.00 |
| Install Power into Controller through "LB" | Each | 1 | 50.00 | 50.00 |
| Transfer/Install Power Mounted on Controller | Each | 9 | 100.00 | 900.00 |
| Remove/Salvage/Install Controller Mast Arm Pole | Each | 4 | 290.00 | 1,160.00 |
| Auxiliary Output File Model 420 | Each | 1 | 291.50 | 291.50 |
| | | | | $ 597,873.85 |

## ANTICIPATED ITEMS

| | | |
|---|---|---|
| City Furnished Program | All Required | $ 7,000.00 |
| Signal Controller Testing (State) | All Required | 19,325.00 |
| | | $ 26,325.00 |
| | Subtotal | $ 624,198.85 |
| | Engineering | 50,801.15 |
| | Total | $ 675,000.00 |

## Type Code Y033
## Computerized Traffic Signal System

| | | |
|---|---|---|
| OFW JHK & Associates (Computers & Related Equipment) | All Required | $ 335,162.00 |
| JHK & Associates (System Integration & Documentation) | All Required | 48,750.00 |
| JHK & Associates (Fee) | All Required | 36,642.00 |
| | Subtotal | $ 420,554.00 |
| | Engineering (Consultant) | 11,500.00 |
| | Engineering (State) | 6,401.00 |
| | Total | $ 438,455.00 |

Length of Project ---------------- 0.0 mile

## RETAIN IN RESERVE

| | | |
|---|---|---|
| City Labor | All Required | $ 3,000.00 |

Second Contract
Type Code Y033
Signal Interconnet (Various City Streets & Highways)(Contract No. 10,420)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 12,155.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 1,700.00 |
| Temporary Signs | Sq. Ft. | 408 | 6.00 | 2,448.00 |
| Flagging | Hour | 460 | 18.00 | 8,280.00 |
| Furnish and Install 1-inch Conduit | Lin. Ft. | 170 | 11.20 | 1,904.00 |
| Furnish and Install 1-1/2-inch Conduit | Lin. Ft. | 140 | 12.69 | 1,776.60 |
| Furnish and Install 2-inch Conduit | Lin. Ft. | 2,480 | 18.19 | 45,111.20 |
| Furnish and Install 3-inch Conduit | Lin. Ft. | 350 | 24.58 | 8,603.00 |
| Furnish and Install 4-inch Conduit in Ground | Lin. Ft. | 250 | 27.04 | 6,760.00 |
| Furnish and Install 4-inch Conduit in Building | Lin. Ft. | 20 | 42.13 | 842.60 |
| Furnish and Install Type 3-1/2 Junction Box | Each | 31 | 279.48 | 8,663.88 |
| Furnish and Install Type 5 Junction Box | Each | 2 | 352.23 | 704.46 |
| Furnish and Install Type 6 Junction Box | Each | 2 | 310.11 | 620.22 |
| Furnish and Install 12-Pair Underground Cable in Conduit or in Building Basement | Lin. Ft. | 35,160 | 0.78 | 27,424.80 |
| Furnish and Install 25-Pair Underground Cable in Conduit or in Building Basement | Lin. Ft. | 14,615 | 0.90 | 13,153.50 |
| Furnish and Install 25-Pair Cable | Lin. Ft. | 1,215 | 0.94 | 1,142.10 |
| Furnish and Install 12-Pair Aerial Cable | Lin. Ft. | 27,715 | 1.38 | 38,246.70 |
| Furnish and Install 25-Pair Aerial Cable | Lin. Ft. | 6,900 | 1.49 | 10,281.00 |
| Furnish and Install Loop Feeder Cable in Conduit | Lin. Ft. | 4,675 | 0.48 | 2,244.00 |
| Remove Existing Underground and Overhead Cable or Wire | Lump Sum | All | Lump Sum | 16,029.85 |
| Furnish and Install Detector Loop | Each | 17 | 440.00 | 7,480.00 |
| Furnish and Install Detector Loop Curb Termination | Each | 12 | 217.57 | 2,610.84 |
| Install Pole Riser | Each | 8 | 371.55 | 2,972.40 |
| Remove Existing Pole Riser | Each | 2 | 115.50 | 231.00 |
| Furnish and Install Interconnect Terminal Cabinet | Each | 13 | 1,059.24 | 13,770.12 |
| Furnish and Deliver Interconnect Terminal Cabinet | Each | 7 | 825.00 | 5,775.00 |

| | | | | |
|---|---|---|---|---|
| Furnish and Install Signal Overhead Terminal Cabinet | Each | 1 | 979.00 | 979.00 |
| Furnish and Install Vehicle Pedestal | Each | 1 | 1,104.03 | 1,104.03 |
| Furnish and Install Conduit in Existing Foundation | Each | 3 | 715.00 | 2,145.00 |
| Furnish and Install Cooling System | Lump Sum | All | Lump Sum | 5,197.05 |
| | | | | $ 250,355.35 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| EEO/Labor Compliance Monitoring (0.5%) | All Required | $ 1,251.78 |
| | | $ 1,251.78 |
| | Subtotal | $ 251,607.13 |
| | Engineering | 33,966.87 |
| | Total | $ 285,574.00 |

SUMMARY OF FUNDS (88.15%)

| Description | Appn | Sub-Job | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|---|---|
| Signals | W32 | 011 | $ 675,000.00 | $ 595,012.00 | $ 39,994.00 | $ 39,994.00 |
| Computerized Signals | W32 | 011 | 438,455.00 | 386,498.00 | 25,978.50 | 25,978.50 |
| Reserve | W32 | 011 | 3,000.00 | 2,644.00 | 178.00 | 178.00 |
| Signal Interconnect | W32 | 011 | 285,574.00 | 251,734.00 | 16,920.00 | 16,920.00 |
| TOTAL | | | $1,402,029.00 | $1,235,888.00 | $ 83,070.50 | $ 83,070.50 |

Contract No. 10,080
Prefix: 320-1962 & 20-1927 P.E.
C10080

Sub-Job 010 = 0%
Sub-Job 011 = 87%

OFW C320-1014
Sub-Job 010 = 0%
Sub-Job 011 = 100%

2nd Contract

Contract No. 10,420
Prefix: 320-1962
Sub-Job 010 = 0%
Sub-Job 011 = 100%

RLC:me

10,050

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>11-44 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Lane |
| PROJECT REPORT NUMBER | | |
| MODIFICATION NUMBER<br>1 | 11-7-86 | Project Number<br>M-000C(34) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 1985, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 729,654.00 | $ 1,168,109.00 |
| Federal funds | $ 643,189.00 | $ 1,029,687.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include authorized work by JHK and Associates.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4TH day of NOV, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 22, 1986

FEDERAL AID PROJECT NO. M-000C(34)

Eugene/Springfield Signal System Project
Various City Streets
Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y033
Traffic Signals (60 locations)

| | | | | |
|---|---|---|---|---|
| Temporary Protection and Direction of Traffic | Lump Sum | 90% | | $ 3,853.35 |
| Temporary Signs | Sq. Ft. | 256 | 2.00 | 512.00 |
| Flaggers | Hour | 332 | 13.50 | 4,482.00 |
| Type 170/332 Controller Assembly with "Opticom" | Each | 10 | 12,991.00 | 129,910.00 |
| Type 170/332 Controller Assembly | Each | 8 | 8,382.00 | 67,056.00 |
| Type 170/337 Controller Assembly | Each | 44 | 5,697.00 | 250,668.00 |
| Special Memory Module | Each | 41 | 260.00 | 10,660.00 |
| Communications Termination Panel | Each | 43 | 280.00 | 12,040.00 |
| One Way Pedestrian Signal S-1 Mounting | Each | 13 | 304.00 | 3,952.00 |
| Two Way Pedestrian Signals S-2 Mounting | Each | 150 | 519.00 | 77,850.00 |
| One Way Pedestrian Signals T-1 Mounting | Each | 3 | 368.00 | 1,104.00 |
| Two Way Pedestrian Signals T-2 Mounting | Each | 26 | 539.00 | 14,014.00 |
| One Way Vehicle Signal GLTA/ Elevator Plumbizer | Each | 2 | 274.00 | 548.00 |
| Model 400 Modem | Each | 8 | 267.00 | 2,136.00 |
| "Opticom" Brand Cable Model 138, 1,000 Ft. Reel | Each | 3 | 418.00 | 1,254.00 |
| Cabinet Adaptor, 332 to "M" Base | Each | 1 | 165.00 | 165.00 |
| Cabinet Adaptor, 332 to "P" Base | Each | 9 | 165.00 | 1,485.00 |
| Remove/Salvage/Install Controller, Steel Pole | Each | 16 | 290.00 | 4,640.00 |

| | | | | |
|---|---|---|---|---|
| Remove/Salvage/Install Controller, Wood Pole | Each | 3 | 656.00 | 1,968.00 |
| Remove/Salvage/Install Controller, Ped. Pedestal | Each | 18 | 255.00 | 4,590.00 |
| Remove/Salvage/Install Controller, Post Top | Each | 3 | 100.00 | 300.00 |
| Remove/Salvage/Install Controller, "M" Cabinet | Each | 1 | 155.00 | 155.00 |
| Remove/Salvage/Install Controller, "P" Cabinet | Each | 9 | 130.00 | 1,170.00 |
| Remove/Salvage/Install Controller, "P" Cabinet W/O Adaptor | Each | 6 | 130.00 | 780.00 |
| Remove/Salvage/Install Controller, "S" Cabinet | Each | 1 | 180.00 | 180.00 |
| Install Power into Controller through "LB" | Each | 1 | 50.00 | 50.00 |
| Transfer/Install Power Mounted on Controller | Each | 9 | 100.00 | 900.00 |
| Remove/Salvage/Install Controller Mast Arm Pole | Each | 4 | 290.00 | 1,160.00 |
| Auxiliary Output File Model 420 | Each | 1 | 291.50 | 291.50 |
| | | | | $ 597,873.85 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| City Furnished Program | All Required | $ 7,000.00 |
| Signal Controller Testing (State) | All Required | 35,350.00 |
| | | $ 42,350.00 |
| | Subtotal | $ 640,223.85 |
| | Engineering | 86,430.15 |
| | Total | $ 726,654.00 |

Type Code Y033
Computerized Traffic Signal System

| | | |
|---|---|---|
| OFW JHK & Associates (Computers & Related Equipment) | All Required | $ 317,215.00 |
| JHK & Associates (System Integration & Documentation) | All Required | 74,599.00 |
| | Subtotal | $ 391,814.00 |
| | Engineering | 46,641.00 |
| | Total | $ 438,455.00 |

Length of Project -------------------- 0.0 mile

RETAIN IN RESERVE

| | | | |
|---|---|---|---|
| City Labor | All Required | $ | 3,000.00 |

## SUMMARY OF FUNDS (88.15%)

| Description | Appn | Sub-Job | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|---|---|
| Signals | W32 | 011 | $ 726,654.00 | $ 640,545.00 | $43,054.50 | $43,054.50 |
| Computerized Signal | W32 | 011 | 438,455.00 | 386,498.00 | 25,978.50 | 25,978.50 |
| Reserve | W32 | 011 | 3,000.00 | 2,644.00 | 178.00 | 178.00 |
| SUBTOTAL | | | $1,168,109.00 | $1,029,687.00 | $69,211.00 | $69,211.00 |
| Retain in Reserve | | | | | | |
| Signal Interconnect | W32 | | 208,000.00 | 183,352.00 | 12,324.00 | 12,324.00 |
| TOTAL | | | $1,376,109.00 | $1,213,039.00 | $81,535.00 | $81,535.00 |

Contract No. 10,080
Prefix: 320-1962 & 20-1927 P.E.
C10080
Appn Code: W32
Sub-Job 010 = 0%
Sub-Job 011 = 87%

OFW C320-1014
Sub-Job 010 = 0%
Sub-Job 011 = 100%

CPL:me

N

| TO BE COMPLETED BY FHWA | | |
|---|---|---|
| 10,080 7-130 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-26-85 | STATE<br>Oregon<br>COUNTY<br>Lane<br>PROJECT NO.<br>M-000C(34) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street Eugene/Springfield Signal System Project

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | June 5, 1985 | 0.0 |

OTHER *(Specify)*

FUNDS Pro-rata 88.15%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 729,654.00 | $ 643,189.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Manager, Program Section
*(Title)*
XXX For: H. S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken
Date executed by Division Administrator JUL 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 17, 1985

Federal Aid Project No. M-000C(34)

Eugene/Springfield Signal System Project
Various City Streets
Lane County

## PROJECT AGREEMENT ESTIMATE

### Type Code Y033
### Traffic Signals (60 locations)

| | | | | |
|---|---|---|---|---|
| Temporary Protection and Direction of Traffic | Lump Sum | 90% | | $ 3,853.35 |
| Temporary Signs | Sq. Ft. | 256 | 2.00 | 512.00 |
| Flaggers | Hour | 332 | 13.50 | 4,482.00 |
| Type 170/332 Controller Assembly with "Opticom" | Each | 10 | 12,991.00 | 129,910.00 |
| Type 170/332 Controller Assembly | Each | 8 | 8,382.00 | 67,056.00 |
| Type 170/337 Controller Assembly | Each | 44 | 5,697.00 | 250,668.00 |
| Special Memory Module | Each | 41 | 260.00 | 10,660.00 |
| Communications Termination Panel | Each | 43 | 280.00 | 12,040.00 |
| One Way Pedestrian Signal S-1 Mounting | Each | 13 | 304.00 | 3,952.00 |
| Two Way Pedestrian Signals S-2 Mounting | Each | 150 | 519.00 | 77,850.00 |
| One Way Pedestrian Signal T-1 Mounting | Each | 3 | 368.00 | 1,104.00 |
| Two Way Pedestrian Signals T-2 Mounting | Each | 26 | 539.00 | 14,014.00 |
| One Way Vehicle Signal GLTA/ Elevator Plumbizer | Each | 2 | 274.00 | 548.00 |
| Model 400 Modem | Each | 8 | 267.00 | 2,136.00 |
| "Opticom" Brand Cable Model 138, 1,000 Ft. Reel | Each | 3 | 418.00 | 1,254.00 |
| Cabinet Adaptor, 332 to "M" Base | Each | 1 | 165.00 | 165.00 |
| Cabinet Adaptor, 332 to "P" Base | Each | 9 | 165.00 | 1,485.00 |
| Remove/Salvage/Install Controller, Steel Pole | Each | 16 | 290.00 | 4,640.00 |
| Remove/Salvage/Install Controller, Wood Pole | Each | 3 | 656.00 | 1,968.00 |
| Remove/Salvage/Install Controller, Ped. Pedestal | Each | 18 | 255.00 | 4,590.00 |
| Remove/Salvage/Install Controller, Post Top | Each | 3 | 100.00 | 300.00 |

| | | | | |
|---|---|---|---|---|
| Remove/Salvage/Install Controller, "M" Cabinet | Each | 1 | 155.00 | 155.00 |
| Remove/Salvage/Install Controller, "P" Cabinet | Each | 9 | 130.00 | 1,170.00 |
| Remove/Salvage/Install Controller, "P" Cabinet W/O Adaptor | Each | 6 | 130.00 | 780.00 |
| Remove/Salvage/Install Controller, "S" Cabinet | Each | 1 | 180.00 | 180.00 |
| Install Power into Controller through "LB" | Each | 1 | 50.00 | 50.00 |
| Transfer/Install Power Mounted On Controller | Each | 9 | 100.00 | 900.00 |
| Remove/Salvage/Install Controller Mast Arm Pole | Each | 4 | 290.00 | 1,160.00 |
| Auxiliary Output File Model 420 | Each | 1 | 291.50 | 291.50 |
| | | | | $ 597,873.85 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| City Furnished Program | All Required | $ 7,000.00 |
| Signal Controller Testing (State) | All Required | 35,350.00 |
| | | $ 42,350.00 |
| | Subtotal | $ 640,223.85 |
| | Engineering | 86,430.15 |
| | Total | $ 726,654.00 |

Length of Project ------------------ 0.0 mile

RETAIN IN RESERVE

| | | |
|---|---|---|
| City Labor | All Required | $ 3,000.00 |

SUMMARY OF FUNDS (88.15%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Signals | $726,654.00 | $640,545.00 | $43,054.50 | $43,054.50 |
| Reserve | 3,000.00 | 2,644.00 | 178.00 | 178.00 |
| TOTAL | $729,654.00 | $643,189.00 | $43,232.50 | $43,232.50 |

Group 1: 87%
Contract No. 10,080
Prefix: 320-1962 & 20-1927 P.E.
C10080
Appn Code: W32

CPL/RC:me

March 26, 1987

CON 5 - 10,080

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

On February 18, 1987, we wrote to you concerning release of final payment on Contract No. 10,080 awarded to Linnco Electric Co. for work on the Eugene/Springfield Signal System Project on various city streets in Lane County.

Final payment on this contract is $500.00, and the total contract amount is $698,428.50. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

Employers Insurance of Wausau
Attn: Sue Clark
9400 SW Beaverton Highway, Suite 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
James Gix

10,080

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10080

**TO:** Commission Services

**DATE:** February 4, 1987

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10080 , On Site Work Substantially Completed August 1, 1986

All Work Completed December 16, 1986

Project Eugene/Springfield Signal System Project

Highway Various City Streets

County Lane

Type of Work Traffic Signal Installation

Contractor Linnco Electric Company

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-18-87 - Surety letter written.

RECEIVED
FEB -9 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,080

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
JAN 2'87
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

In Reply Refer to File No.:

DATE: December 22, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
10080

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-000C(34) and FFR-3(15)

Contract 10080, Work Completed August 1, 1986

Project Eugene/Springfield Signal System Project

Highway Various City Streets

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 12/15/86

for Dale E. Wilken
Division Administrator

BMW:11

NOTED
LARRY RULIEN

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
DEC 23 1986
OREGON DIVISION

10 [illegible]

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: J.J. Gix
Region 3 Engineer

DATE: October 6, 1986

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Eugene/Springfield Signal System Projects
Projects No. M-000C(14) & M-000C(34)
JHK & Associates Agreement

[illegible] #10 [illegible]

The Federal Highway Administration's approval letter of September 8, 1986 authorized JHK and Associates to proceed with the equipment purchase on construction project M-000C(34) and further stated that the agreement seemed to include preliminary engineering which is only covered under project M-000C(14). Since phases of work under the agreement with JHK and Associates will be chargeable to either preliminary engineering or construction, it is necessary to have the estimated costs attributable to each project to allow the proper setup of funds. It will also be necessary to have the billings split for amounts to be charged to each respective project.

Enclosed is a copy of FHWA's memo of September 8, 1986 and also a copy of their memo of November 28, 1983 on a similar Portland project, wherein specific work items or tasks were assigned to either preliminary engineering or construction. Also, enclosed is a sample of information provided by JHK and Associates for billings on the Portland project which indicates the period and cumulative expenditures on each task. This information allows the costs to be properly charged to the applicable projects.

Would you please take the necessary action to obtain the information similar to the enclosed examples from the consultant; and request the consultant to submit his billings in the same basic format as used in Portland.

CPL:bkb
Enc.
cc: V. Skoog
G. Zehner
General Files

JC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-000C(34)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90290

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 17 '86
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE September 3, 1986

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Eugene /Springfield Metro Signal Project

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 7/31/86 we approve a Program Change on the subject project to include in the character of proposed work the installation of the signal interconnect and the purchase and installation of the central computers.

14. DATE 9/12/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 8, 1986
IN REPLY REFER TO
HA.1-OR

RECEIVED
STATE HWY ENGR
SEP 9 '86
REFER TO
Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act |
|---|---|---|---|---|---|
| | | | | | ✓ |

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

#10,42

Oregon Project M-000C(14) & M-000C(34)
Eugene/Springfield Metro Signal Project
Lane County

We have reviewed the agreement between the City of Eugene and JKH and Assoc. as System Manager for this project as forwarded with Mr. Potter's letter of August 5, 1986. We have also reviewed the RFP dated July 1985. The current program in our files under M-000C(34) covers a construction project for signal equipment installation but does not cover consultant work or control computer equipment.

This agreement seems to cover both P.E. and C.E. as well as computer equipment purchase which may fit under M-000C(14). Please check your records in the event a program change is necessary.

Based on our review of the RFP and this consultant agreement it is our understanding that JHK will purchase the equipment for Euguene/Springfield by competitive quotes and selective purchase techniques. This will assure compatible components at the most reasonable cost. We concur that this process is in the best interest of the public.

Because the consultant was selected through the competitive RFP process, and in light of the equipment purchase process noted above, we do not consider this to be a "sole source" purchase. Current market conditions for computer equipment are not conducive to competitive bidding for assembled component systems.

You are authorized to proceed with equipment purchase under the terms of this agreement as of July 15, 1986. Billing for Federal funds should be handled in the same manner as is applied to the Portland signal project.

In our analysis of the fixed fee we have allowed a 10% markup as a reasonable profit for securing equipment and related supplier services. With this amount included as "Direct Expense" we applied the remaining fee to direct salary plus overhead. This results in a 12.4% fee on consultant engineering work which we believe is reasonable.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)
OSHD (E. Marges, Program)

10,080

April 18, 1986

Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

CON 5
10,080

Re: Time Extension Request
Eugene/Springfield Signal System Project
Contract No. 10,080
FAP No. M-000C(34)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 87 calendar days is granted due to changes in the memory module and other electronics in the controllers.

The adjusted contract time of completion for this contract is 387 calendar days.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Jams J. Gix w/att.
Larry Lindley w/att.
John Emmons, City of Eugene w/att.
FHWA w/att.
Bruce Walton

TE/271

**STATE OF OREGON**
Highway Division - Region 3

**INTEROFFICE MEMO**
440-3399

**TO:** C. O. Fredrickson Attn O.B.Jackmond
Construction Engineer

**DATE:** March 25, 1986

**FROM:** W. J. Quinn Bill Quinn cB
Region Construction Engineer

**SUBJECT:** Time Extension Request
Eugene-Springfield Signal System Project
Contract 10080

We have examined the contractor's request for a time extension on subject project, and I recommend we grant an 87-day extension for the time between 8/26/85 to 11/21/85.

This is the time that elapsed from the date the contractor notified the City of the defective specifications and the date the final specifications were resubmitted to the contractor.

wjq:cjb

Attachments

4-18-86

W. E. Schwartz -

I concur with Region and recommend a time extension of 87 calendar days.

O.B. Jackmond

OE
CA
CAM
LEO
CONSTRUCTION
SECTION
FILE

25-1307

STATE OF OREGON
HIGHWAY DIVISION - TRAFFIC SECTION

# INTEROFFICE MEMO
TRA 16-6

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: November 25, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: Consultant Evaluation Field Trip
Eugene/Springfield Signal System Project

The attached letter from the City of Eugene is self-explanatory. They have requested that William Zirbes, of this office, accompany the City's representatives on a consulant evaluation field trip. They feel strongly enough about having the State represented that all expenses would be paid. The only obligation for the State is permitting Mr. Zirbes the time to go.

The "hand-on" experience and demonstrations of other types of projects should benefit the State. Your approval is recommended.

L E George

L. E. George
Traffic Engineer

Attachment

WRZ:dpy

ESHunter
11-26-85

RECEIVED
STAT HWY ENGR
NOV 26 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

11-125-1307

[illegible] 7-6

June 21, 1985

City of Eugene
City Hall
Eugene, OR 97401

ACR 4-1

Attention: Karen Goldman
Assistant City Recorder

City of Springfield
City Hall
Springfield, OR 97477

MISC. CONTRACTS and
AGREEMENTS No. 8308

Attention: James E. Todd
City Recorder

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction and implementation of the Eugene-Springfield Metro-Area Signal System Project.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

10.070 jc

M-000C(34) and

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
FFR-3(15) Phase II

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90290 &
40020

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO
Potter
FOR

| Info | Immed | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Origl att to 6/12

7. DATE AUTHORIZATION EFFECTIVE
June 5, 1985

8. FEDERAL ROUTE NUMBER
Primary 3 & Various FAU routes

9. STATE ROUTE NUMBER
Primary 1W & City Streets

10. GENERAL LOCATION:
uenge/Springfield Signal System Project

11. GENERAL DESCRIPTION OF WORK
Traffic signal installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimates dated 5-31-85

13. REMARKS

*After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-3-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $701,154, Federal Funds $624,054.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

*(Note: Federal Funds Apprn Code W-2 $541,008 and Appn Code A95 $83,046.
See Project FFR-3 (15) for previous obligation of $81,391).

14. DATE
6/10/85

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: ~~Jack Ayres~~
~~Region Engineer~~

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: March 22, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Eugene-Springfield Metro Area Traffic Signal System

This letter reviews the status of the Eugene-Springfield Metro Area Traffic Signal System proposal. The letter of January 2, 1985, to you discussed several items, and I will respond to those same items in the order that they were presented.

The proposed three phase construction sequence is acceptable. The federal aid program and our state local agreement will reflect the three phases within a single project. Once the project is approved, the city will have the flexibility to construct it in a manner that best suits them.

A systems manager agreement is acceptable, and using the same consultant will probably be ok. The system manager approach was used in Portland recently and apparently is working adequately. However, because the consultants propose to set up the system in Atlanta, the city will have to take special care in monitoring their work. The city will also have to justify and document all billings for the computer work being done.

The FHWA will have to concur in our recommendation to waive the consultation selection process prior to the signing of an agreement.

The proposed use of Title II funds automatically delays federal approval of the project. Including Title II funds in the federal program requires authorization of our Traffic Section. Their authorization depends on the eligibility of each intersection in the proposed system. The process required to document their eligibility takes time and the final approval date will be delayed.

Regardless of the funds utilized we will need a complete set of PS&E documents on all work elements prior to requesting federal authority to proceed. I assume that these documents are either complete and on file, or are ready for review by our Traffic Section.

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
MAR 26 '85
REFER TO
FOR

| Info | Invest | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

81-125-1387

As you proceed in this process please keep the following points in mind:

1. If the majority of the cost of the agreement is attributed to purchase of equipment or a product, the agreement cannot be considered a personal service contract (OAR 125-310-092) and must be handled as a competitive bid contract.

2. If purchase of equipment is included in the agreement the agency will have to obtain an exemption from the local public agency contract review board. I am attaching a finding from the City of Portland that shows how that can be done.

   I am also attaching a letter of February 20, 1985 from our attorney that expresses considerable caution in this process. It may be of some help to the city in obtaining the necessary clearances from their local public contract review board.

In summary, we will draft a final state/local agreement and review the proposed consultant agreement submitted to us. We will also request the FHWA to concur in our recommendation that the city be allowed to waive the consultant selection process. We will wait to program the project until we are notified of the city's intent to use Title II funds and until we receive the set of PS&E documents for the work elements.

EDM:bkb
cc: Dale E. Wilken, (w/attach.) (Jan. 2 letter from Eugene)
✓R.N. Bothman
L.E. George
J.J. Gix
Jack Sollis

1985 Beltine Hwy. @ Royal Ave. 10,081
Intersection in Eugene.
(sign. & traffic sig.)

CHA 8143 07-09-84

10 . .

jc cc: OSHD (Rulien)

**STATE C Y**

U.S. Department of Transportation
**Federal Highway Administration**

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>2/26/87 | REPORT MADE BY 2-26-..<br>Richard R. Arnold, Area Engineer | | PROJECT NO.<br>HES-93(2) |
| COMPLETION DATE (Actual)<br>2/12/86 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>8/27/86 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>200 Calendar Days |

LOCATION

Beltline Highway at Royal Ave.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### BELTLINE HWY AT ROYAL AVE. SECTION
### BELTLINE HIGHWAY
### Traffic Signal

This project provided for the installation of traffic signals, signing and incidental work common to this type of project.

A contract in the amount of $74,410.80 was awarded to Cherry City Electric, Inc. on July 3, 1985. Work began on October 29, 1985 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on February 12, 1986 at a final cost of $93,723.03 which includes $73,832.40 for original bid item work, $6,890.63 for approved State Force work, and $13,000.00 for construction engineering.

The results of tests on job control samples or certifications indicate that the materials incorporated in the construction work and the construction operations controlled by sampling and testing were in reasonably close conformity with the approved plans and specifications.

A total of 193 calendar workdays were used in completing the work as compared with the 200 calendar workdays allowed under the contract. There were no significant overruns or underruns. A copy of the statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

NOTED
E. SCHWAR

RECEIVED
STATE HWY ENGR
MAR 10 '87
REFER TO
Construction

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE | | SIGNATURE<br>John T. Price | |
| TITLE<br>Area Engineer | DATE<br>3/3/87 | TITLE<br>District Engineer B | DATE<br>3/4/87 |

FORM FHWA 1446B
(Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

September 10, 1986

CON 5 - #10,081

Industrial Indemnity Company
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

On September 2, 1986, we wrote to you concerning release of final payment on Contract No. 10,081 awarded to Cherry City Electric, Inc. for work on the Beltline Highway at Royal Avenue (Eugene) in Lane County.

Final payment on this contract is $1,000.00 and the total contract amount is $73,832.40. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: Cherry City Electric, Inc.
635 17th Street S.E.
Salem, OR 97301

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,081

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10081

TO: Commission Services

DATE: August 27, 1986

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10081, On Site Work Substantially Completed February 12, 1986

All Work Completed April 12, 1986

Project Beltline Highway at Royal Avenue

Highway Beltline

County Lane

Type of Work Signing and Traffic Signals

Contractor Cherry City Electric, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-2-86 - Surety letter written.

RECEIVED
AUG 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

10,081

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>8-25 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Lane |
| PROJECT REPORT NUMBER | 8-7-86 | Project Number<br>HES-93(2) |
| MODIFICATION NUMBER<br>2 | | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1984 is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 113,713 | $ 96,000 |
| Federal funds | $ 102,341 | $ 86,400 |
| Other revisions | | |

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 29, 1986

Federal-Aid Project No. HES-93(2)

Beltline Highway @ Royal Ave. (Eugene) Section
Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 8,500.00 |
| | | Total | $ 8,500.00 |

### Type Code Y031
### Traffic Signal (1 Location)

| | | |
|---|---|---|
| Subtotal as on estimate of July 12, 1985 | | $ 81,845.80 |
| | Engineering | 5,654.20 |
| | Total | $ 87,500.00 |

Length of Project 0.0 mi.

### SUMMARY OF FUNDS (90%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| P.E. | 141 | $ 8,500.00 | $ 7,650.00 | $ 850.00 |
| Signal | 141 | 87,500.00 | 78,750.00 | 8,750.00 |
| Total | | $ 96,000.00 | $ 86,400.00 | $ 9,600.00 |

Group 1 99%; Group 8: 1%
Contract No. 10,081
Prefix: 20-1931 P.E.
Prefix: C10081
C09725

RLC:bkb

N

10,221

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>7-114 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | State<br>OREGON |
| PROJECT REPORT NUMBER | | County<br>LANE |
| MODIFICATION NUMBER<br>1 | 7-17-85 | Project Number<br>HES-93(2) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 20,000.00 | $ 113,713.00 |
| Federal funds | $ 18,000.00 | $ 102,341.00 |
| Other revisions | | |

This modification is made for the following reasons: To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of JUL, 19 85.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 12, 1985

FEDERAL AID PROJECT NO. HES-93(2)

BELTLINE HIGHWAY @ ROYAL AVE. (EUGENE) SECTION
LANE COUNTY

## REVISED PROJECT AGREEMENT ESTIMATE

### TYPE CODE P.E.
### PRELIMINARY ENGINEERING

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 20,000.00 |
| | TOTAL | $ 20,000.00 |

### TYPE CODE Y031
### TRAFFIC SIGNAL (1 LOCATION)

| | | | | |
|---|---|---|---|---|
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | $ 3,313.00 |
| Temporary Signs | Sq. Ft. | 200 | 5.00 | 1,000.00 |
| Flaggers | Hour | 150 | 10.00 | 1,500.00 |
| Removal of Existing Sign Installations | Lump Sum | All | Lump Sum | 212.00 |
| Wood Sign Posts | Lump Sum | All | Lump Sum | 157.00 |
| Signal Pole Mounts | Lump Sum | All | Lump Sum | 1,777.00 |
| Type "C" Signs in Place | Sq. Ft. | 9 | 13.00 | 117.00 |
| Type "F" Signs in Place | Sq. Ft. | 4 | 11.25 | 45.00 |
| Type "U" Signs in Place | Sq. Ft. | 148 | 8.85 | 1,309.80 |
| Traffic Signal Installation, Complete | Lump Sum | All | Lump Sum | 58,980.00 |
| Model 170 Controller Equipment, Complete | Lump Sum | All | Lump Sum | 6,000.00 |
| | | | | $ 74,410.80 |

### ANTICIPATED ITEMS

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 4,660.00 |
| State Furnished Prom & Program | All Required | 700.00 |
| Signal Controller Testing & Turn-On | All Required | 2,075.00 |
| | | $ 7,435.00 |
| | SUBTOTAL | $ 81,845.80 |
| | Engineering | 11,867.20 |
| | TOTAL | $ 93,713.00 |

Length of Project ---------------- 0.0 mile

## SUMMARY OF FUNDS (90%)

| DESCRIPTION | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|
| P.E. | $ 20,000.00 | $ 18,000.00 | $ 2,000.00 |
| Signal | 93,713.00 | 84,341.00 | 9,372.00 |
| TOTAL | $113,713.00 | $102,341.00 | $11,372.00 |

Group 1: 99%; Group 8: 1%
Contract No. 10,081
Prefix: 20-1931 P.E.
Prefix: C10081

CPL:pf RC:pf

STATE COPY ✓

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>8-91 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT** | STATE<br>Oregon<br>COUNTY<br>Lane<br>PROJECT NO.<br>HES-33(2) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Beltline Hwy. at Royal Ave. (Eugene)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 7-18-84 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS PRO RATA 90%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 20,000.00 | FEDERAL FUNDS<br>$ 18,000.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: H.S. Coulter, P.E.
By

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator AUG 7 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 3, 1984

Federal-Aid Project No. HES-93(2)

Beltline Highway @ Royal Ave. (Eugene)
Lane County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 20,000.00 |
| | | Total | $ 20,000.00 |

| | |
|---|---|
| Length of Project | 0.0 mi. |

| | |
|---|---|
| Federal Funds (90%) | $ 18,000.00 |
| State Funds | 2,000.00 |
| Total | $ 20,000.00 |

Group 1 100%
Prefix: 20-1931
WH:bkb

VICTOR ATIYEH
GOVERNOR

## Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
10081

DATE: June 4, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M. Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-93(2)

Contract 10081, Work Completed February 12, 1986

Project Beltline Highway at Royal Avenue

Highway Beltline

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 2-14-86
2/13

G. K. Hossner
for Dale E. Wilken
Division Administrator

NOTED

RECEIVED
STATE HWY ENGR
JUN 9 '86
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

BMW:11

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
JUN 05 1986
OREGON DIVISION

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION<br>Beltline Hwy. @ Royal Avenue | WEEK ENDING<br>April 19, 1986 |
| | | SECTION PREFIX<br>EA #C10081 |
| | HIGHWAY<br>Beltline Highway | COUNTY<br>Lane |
| NAME OF JOB<br>Beltline Hwy. @ Royal Avenue | KIND OF WORK<br>Traffic Signal | |
| CONTRACTOR<br>Cherry City Electric, Inc. | CONTRACT NUMBER<br>10081 | FEDERAL AID PROJECT NUMBER<br>HES-93(2) |
| DATE OF CONTRACT<br>July 3, 1985 | DATE WORK STARTED<br>October 29, 1985 | ESTIMATED COMPLETION DATE<br>Complete |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 | SPECIFIED WORK DAYS 200 | WORK DAYS USED 193 |
| MEN: 0 SUPERVISION: 0 | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $ 93,713.44 | SPECIFIED COMPLETION DATE<br>N/A | PERCENT OF TIME ELAPSED<br>97 |
| EXCLUSIVE OF ENGINEERING: $ 85,528.86 | ENGINEERING AUTHORIZATION $ 8,184.58 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST<br>90 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 81,850.00 | ENGINEERING COST TO DATE $ 8,500.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION<br>90 |
| ESTIMATED PERCENT: OVERRUN UNDERRUN 3.9 % | PERCENT OF AUTHORIZATION 98 % | DATE PROJECT WAS COMPLETED:<br>February 12, 1986 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | N/A | N/A | | | N/A |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | 0 | | |
| MONDAY | | 0 | | |
| TUESDAY | | 0 | | |
| WEDNESDAY | | 0 | | |
| THURSDAY | | 0 | | |
| FRIDAY | | 0 | | |
| SATURDAY | | 0 | | |

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RECEIVED
APR 22 1986
CONSTRUCTION SECTION

SPC TC
SA CC
FE CP
PQC
QCS
FILE

EA #C10081

Report No. 25 Date: April 19, 1986

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 4/13/86<br>**SUNDAY** | NO ACTIVITY THIS WEEK |
| 4/14/86<br>**MONDAY** | |
| 4/15/86<br>**TUESDAY** | |
| 4/16/86<br>**WEDNESDAY** | |
| 4/17/86<br>**THURSDAY** | |
| 4/18/86<br>**FRIDAY** | |
| 4/19/86<br>**SATURDAY** | |

## REMARKS

STATUS:
1st Notification 10/29/85
2nd Notification 2/12/86
3rd Notification 4/12/86

Final Report

SIGNED Larry D. Lindley LOCATION Eugene
Larry D. Lindley, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

*F216

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☑ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Lane | DIVISION<br>Oregon |

IN COMPANY WITH: Doug Green, Project Manager; OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>2/14/86 | INSPECTION MADE BY<br>W. N. Bryant, Area Engineer | PROJECT NO.<br>HES-93(2) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>96.5 % | WORK COMPLETED<br>100 % |

## BELTLINE HIGHWAY @ ROYAL AVENUE
## BELTLINE HIGHWAY
## Traffic Signal

This project provided for the installation of traffic signals and signing at the intersection of the Beltline Highway and Royal Ave. in the City of Eugene. A contract in the amount of $74,410.80 was awarded Cherry City Electric, Salem, Oregon on July 3, 1985.

Work began on October 29, 1985 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on February 12, 1986 at a final estimated cost of $89,452.00 which includes $73,685.00 for original bid item work, $147.00 for work completed under approved price agreements, $7,435.00 for State Force work and $8,185.00 for construction engineering.

A total of 193 calendar days were used in completing the work as compared to the 200 calendar days allowed by the contract. There were no major significant overruns or underruns.

Based on the results of this inspection final acceptance of the contract work is recommended.

NOTED
W. E. SCHWARTZ

cy
2/26

RECEIVED
STATE HWY ENGR
FEB 25 '86
REFER TO
Fredrickson
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

July 25, 1985

CON 5

#10,081

**Cherry City Electric, Inc.**
**635 17th Street, S. E.**
**Salem, OR 97301**

**Gentlemen or Ladies:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,081 for signing and traffic signals on Beltline Highway at Royal Avenue in Eugene, Lane County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

**slp**
Enclosure

**cc: Industrial Indemnity Company**
**of the Northwest**
**421 S. W. Sixth Avenue**
**Portland, OR 97204**

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene
L. E. George

CCE
CHERRY CITY ELECTRIC, INC.

June 27, 1985

Oregon Department of Transportation
Office of Commission Services
Room 121, Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen

This letter is to inform you that Cherry City Electric, Inc. intends to use the following supplier and subcontractor to fulfill DBE and WBE requirements per our bid proposal submitted June 27, 1985. Goals to be met as follows:

Bid Item No. 10

Jimco Material & Supply Inc. / DBE - Material Supplier...Amount $20,000.00
McMinnville, OR

Columbia Concrete Sawing Co. / WBE - subcontractor.......Amount $ 2,742.00
Corvallis, OR

CHERRY CITY ELECTRIC, INC.

Darrell B Gish

Darrell B. Gish
SIGNAL SYSTEM ESTIMATOR

DBG/gmk

RECEIVED
JUL 1 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

635 17th Street S.E. - Salem, Oregon 97301 Phone: (503) 399-7609

cc Thomas Jones

STATE OF OREGON | INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION | LOC 3

TO: FILES
DATE: July 24, 1985

H S Coulter
FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 27, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 27, 1985 on the following projects:

1. Beaver Creek Road-Bellfountain Road Section
   Decker Road
   Benton County
   A.C. Paving and Oiling

   Overlay of 24-foot roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Oatfield Road at Concord Road Section
   Oatfield Road
   Clackamas County
   Traffic Signal Installation

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

3. Charles Mack Bridge Section
   Jenkins Prairie Road
   Coos County
   Structure

   18-foot roadway on structure and aggregate approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

4. Redmond Reroute Section
   Ochoco Highway
   Deschutes County
   Grading, Paving, Signing, and Signals

   12-foot lanes with 6-foot shoulders available for bicycle and pedestrian traffic.

   Same as No. 1.

5. Rogue Valley Mall Section
   Crater Lake and Rogue Valley Highways in Medford
   Jackson County
   Traffic Signal

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

6. Fremont Highway Bridges
   Fremont Highway
   Lake County
   Grading, Paving and Structures

   12-foot lanes with 6-foot shoulders on structures and approaches.

   Same as No. 1.

7. Creek Bridges
   Mapleton-Junction City Highway
   Lane County
   Grading, Paving and Culverts

   Replacing bridges with culverts. Grading and paving incidental to project.

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Eugene/Springfield Signal System Project
   Various City Streets
   Lane County
   Signals

   Upgrading of system.

   Same as No. 7.

9. Beltline Highway at Royal Avenue Intersection in Eugene
   Beltline Highway
   Lane County
   Signing and Traffic Signals

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

10. Marshall Slough Bridge Section of Lone Pine Drive
    Lone Pine Drive
    Lane County
    Grading, Paving and Structure

    24-foot roadway on structure and approaches.

    Same as No. 1.

11. Oregon Coast Highway at E. Devils Lake Road (Lincoln City)
    Oregon Coast Highway
    Lincoln County
    Grading, Paving and Signals

    Multi-lane highway with 6-foot shoulder.

    Bicycle lanes, pedestrian heads available for bicycle and pedestrian traffic.

12. Hayesville Interchange (Salem)
    Pacific Highway
    Marion County
    Grading and Paving

    Guardrail and drainage project.

    Same as No. 7.

13. Umatilla/Stanfield Highway-S.E. 8th Street (Hermiston)
    East Highland Avenue
    Umatilla County
    Grading and Paving

    12-foot lanes with 10-foot shoulders and 8-foot sidewalks available for bicycle and pedestrian traffic.

14. Minan-Spring Creek Section
Wallowa Lake Highway
Wallowa County
Grading and Paving

12-foot lanes with 4-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 1.

15. Tualatin River Overflow Bridge
Fern Hill Road (Forest Grove)
Washington County
Grading and Paving

Replacing bridges with culverts, grading and paving incidental to project.

Same as No. 7.

16. Wildhorse Creek (Gentry) Bridge
FAS B583 (Weston Road)
Umatilla County
Grading, Paving and Structure

Replacing bridge with culvert; grading and paving incidental to project.

Same as No. 7.

HSC:BCE:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

jc 10/0 [illegible]

TRA 7-6-11
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-93(2)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40208

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO
Potter
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Orig w/ att. to
6/12

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| June 5, 1985 | Primary 93 | Primary 69 |

10. GENERAL LOCATION:
Beltline Hwy. at Royal Ave. (Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Signing and Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5-23-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-3-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $97,737, Federal Funds $87,963.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 6/7/85 | G. K. Hossner | For Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

SC

Ira 7-6-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-93(2) Eugene

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO 40208

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-18-84

8. FEDERAL ROUTE NUMBER Primary 93

9. STATE ROUTE NUMBER Primary 69

10. GENERAL LOCATION
Beltline Hwy at Royal Ave. (Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Utility Preparatory work
TEC $20,000 - F.F. $18,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's letter of 7-11-84.

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
Potter
FOR
Info Inves R/D D R

14. DATE 7/20/84

15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

[illegible] 7-6-4
[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO

Date: July 11, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40208
Project No. HES-93(2)
Beltline Hwy. @ Royal Ave. (Eugene) Sec.
Beltline Highway
Lane County

Attached data consists of PR-1 forms with project maps, Safety Priority Index System data sheet, collision diagram, traffic signal warrant calculation sheet, other traffic data and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $20,000 with an obligation of $18,000 in federal funds.

DRH:bkb
Attachments
cc: L.E. George
J.J. Gix (Region 3)
General Files

Form 734-3122

.10,081

[illegible]

July 9, 1984

City of Eugene
City Hall
Eugene, OR 97401

AGR 4

Attention: Warren G. Wong
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 814

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment at the Beltline Highway/Royal Avenue Intersection.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

**STATE OF OREGON**
Highway - Traffic

## INTEROFFICE MEMO

PRO 6

**TO:** H. S. Coulter
State Highway Engineer

**DATE:** April 18, 1984

**FROM:** L. E. George
Traffic Engineer

**SUBJECT:** Proposed Title II Hazard Elimination Program Project
Beltline Highway @ Royal Avenue (Eugene) MP 4.61

A project has been requested to upgrade the traffic signals at the subject intersection.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| State | Beltline Highway @<br>Royal Avenue (Eugene)<br>Lane County | $111,000 | $99,900 | $11,100 |

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

orig Goomsen
cys George
Accts.
Files

4-23

RECEIVED
STATE HWY ENGR
APR 20 '84
REFER TO
FOR

| Info | Inves | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

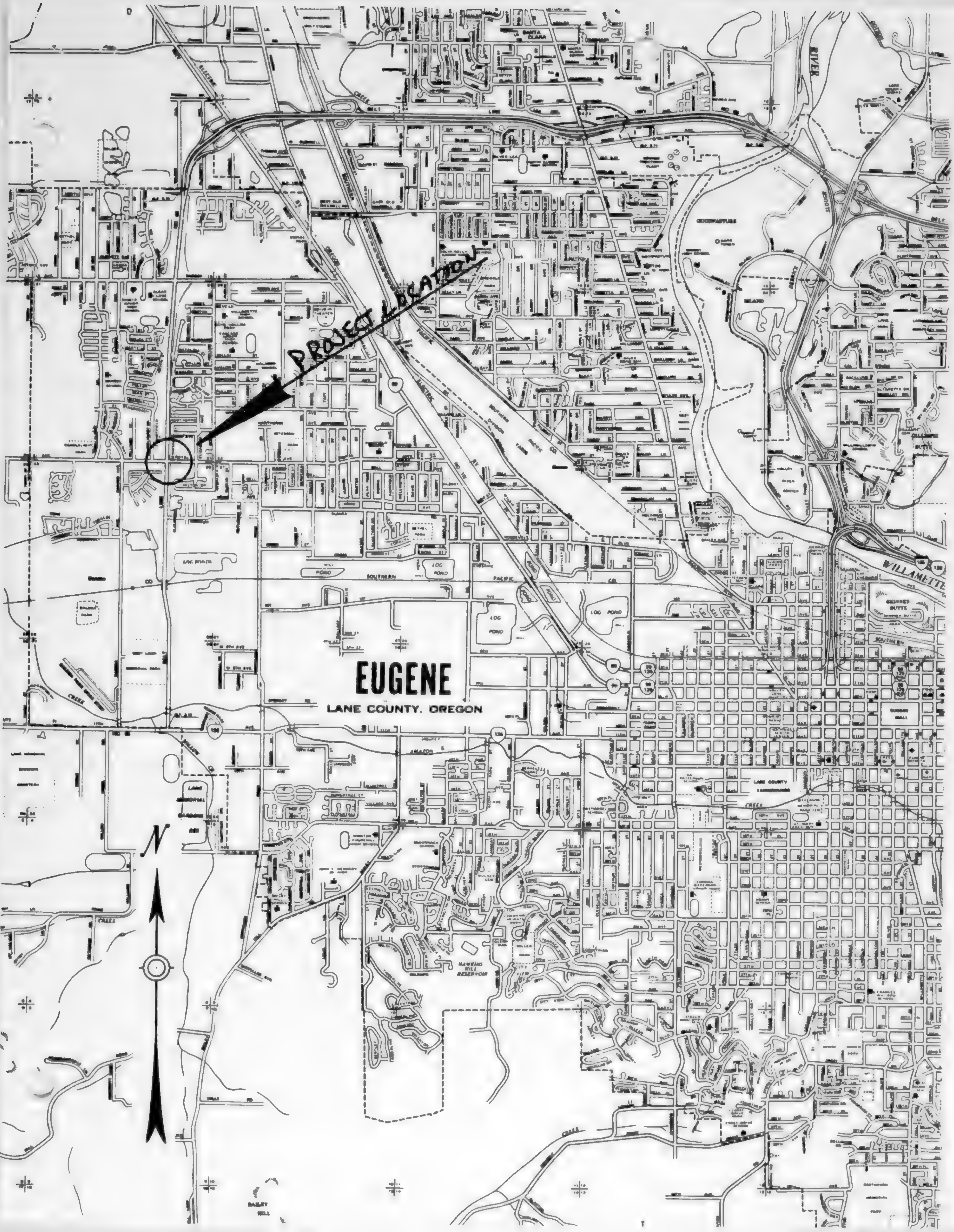
APPROVED:

H S Coulter

State Highway Engineer

DATE: 4-20-84

81-125-1387


PROJECT LOCATION
EUGENE
LANE COUNTY, OREGON
N
WILLAMETTE
RIVER
LOG POND
SOUTHERN
PACIFIC
CREEK
AMAZON
HAWKINS HILL RESERVOIR
GOODPASTURE ISLAND
SKINNER BUTTE
LANE COUNTY FAIRGROUNDS
BAILEY HILL

10,951 69 N

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Lane Co.

**SEE INSTRUCTIONS ON REVERSE**

KEY ID# 02207

SECTION Beltline Hwy. @ Royal Ave.

REGION 3

## SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 20-1931

DATE 5-8-84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 3,500 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 200 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 500 |
| 905 FINAL DESIGN | | 500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 3,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 11,500 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 200 | 932 RAILROAD & UTILITIES | | 200 | | | |
| | | | | | | TOTALS | $ | $ 20,000 |
| | | | | | | PREVIOUS AUTHORIZATION | | $ |
| | | | | | | ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES 43(2)

LOCATION ENGINEER'S REMARKS

This is for authority to conduct a field survey and prepare a base map.

1 ✓
cy Bvd
cy
2
3

RECEIVED

ROAD DESIGN SECTION

APPOVED BY STATE HWY. ENGR. APRIL 20, 1984

| | | | |
|---|---|---|---|
| PREPARED BY<br>Gary M. [illegible] | DATE<br>4/10/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X [illegible] E. Schwartz | DATE<br>5/14/84 |
| RECOMMENDED, REGION ENGINEER<br>X [illegible] | DATE<br>4-11-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X [illegible] George | DATE<br>5/11/84 |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. Pepin | DATE<br>5/10/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>7-23-84 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02207

| | | | | |
|---|---|---|---|---|
| SECTION<br>Beltline Hwy. @ Royal Ave. | | | | REGION<br>3 |
| STATE HIGHWAY #<br>69 | HIGHWAY NAME<br>Beltline | | MILE POST<br>FROM 4.61 TO | LENGTH |
| ☐ URBAN<br>☒ RURAL | CITY<br>Eugene | COUNTY<br>Lane | ROAD/STREET NAME | |
| ROUTE # | FEDERAL AID #<br>FAP 93 | APPLICANT (IF OTHER THAN STATE) | | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 13 | GRADING (✓) | | FILES (#) | 0 |
| RIGHT OF WAY | | $ -- | PAVING (✓) | | ACRES (#) | 0 |
| ROADWAY | $ -- | | STRUCTURES (✓) | | RELOCATIONS (#) | 0 |
| STRUCTURES | $ -- | | SIGNING (✓) | X | **WORK BY STATE/CONSULTANT/APPLICANT** | |
| SIGNALS | $ 70 | | SIGNALS (✓) | X | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ -- | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 7.5 -- | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | N/A |
| | $ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | N/A |
| 40% ENGINEERING & CONTINGENCIES | $ 28 | | DESIGN CATEGORY (1-7) | 7 | **CONSTRUCTION BY** | |
| TOTAL CONSTRUCTION | | $ 98 | WORK TYPE (1-12) | 9 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 111 | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) / | RECOMMENDED FUNDING SOURCE<br>Title II | RECOMMENDED PROGRAM YEAR |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 0 | 0 |
| SIGNALS (#) | 1 | 1 |
| BIKE PATH (Y/N) | Y | Y |
| AVERAGE DAILY TRAFFIC | 9,500 | - |
| YEAR OF AVERAGE DAILY TRAFFIC | 1982 | - |

DEFINE THE PROBLEM

Royal Ave., like Barger Ave., is a high volume east-west route A 1982 manual count shows that 34% of the eastbound traffic turns left towards Eugene, creating a high incidence of turning accidents.

The intersection is presently controlled by a five-phase signa with existing left turns on Beltline Hwy. The signal poles are poorly located and because of this the pedestrian heads are continually being hit by turning trucks. The signal equipment is also very old, in poor physical condition with replacement parts difficult to obtain.

PROPOSED SOLUTION

Install a fully actuated eight-phase signal.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE<br>4-11-84 | | | |
| APPROVED, ASST HWY ENG FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST HWY ENG FOR ADMINISTRATION<br>X | DATE | TRANSP COMM APPROVAL DATE<br>D 20 APR 84 | PROGRAM YEAR | FUNDING<br>HES |

# PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02207

SECTION

Beltline Hwy. @ Royal Ave.

REGION

3

## PROJECT JUSTIFICATION

This office has been asked by the City of Eugene to investigate this intersection for possible upgrading to an eight-phase fully actuated traffic signal.

Royal Ave. is a two-lane east-west arterial intersecting the Beltline Hwy. at right angles with existing left turn lanes at the intersection. There is no separate left turn phasing provided for these turning movements.

Beltline Hwy. is a two-lane highway with left turn lanes at the intersection. There is also separate left turn phasing for Beltline traffic.

Due to the many turning accidents involving the west to north movement, this office recommends upgrading the existing five-phase signal to an eight-phase.

The existing strain poles are poorly located and are being struck by turning vehicles.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02207

SECTION Beltline Hwy. @ Royal Ave.

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | N | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | N | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | | SIGNALS | S | OLD (#) 1 | NEW (#) 1 |
| | | | | | | UTILITIES | S | (LIST BELOW) | |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

COMPANIES
E.W.E.B. (water, electric)
P.N.B.
Northwest Natural Gas
Group "W" Cable TV

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | N/A | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | Y | DESIGN SPEED 55 MPH | DESIGN STANDARDS AASHTO |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| | | | | 6 | | | 12 | 2 | 12 | | | 6 | | | | |
| **PROPOSED** | | | | | | | | | | | | | | | | |
| | | | | 6 | | | 12 | 2 | 12 | | | 6 | | | | |

### SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| N/A | | | | | |
| | | | | | |

### STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | N/A | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

734-1912 (7-82)

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02207

SECTION: Beltline Hwy. @ Royal Ave.

REGION: 3

ESTIMATED RIGHT-OF-WAY IMPACTS

N/A

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

N/A

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Installation of an eight-phase signal should significantly reduce turning accidents involving vehicles turning from Royal Ave. onto Beltline Hwy. It is also felt that an eight-phase signal will improve the flow of traffic through the intersection.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

N/A

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

N/A

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

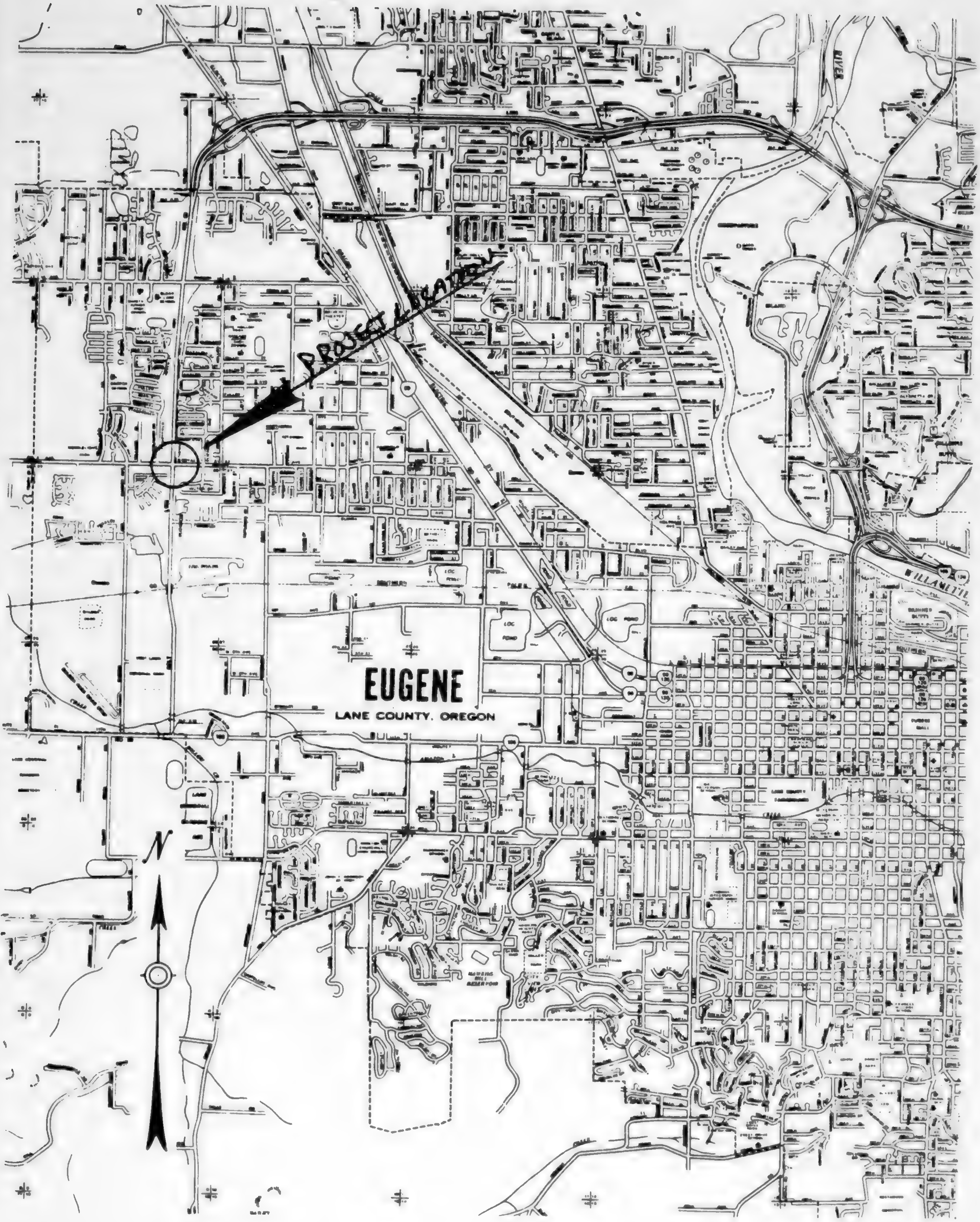
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

vicinity map, manual count, collision diagram

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X Gary M. Coffey | 440-3399 | |


PROJECT LOCATION
EUGENE
LANE COUNTY, OREGON
N
RIVER
WILLAMETTE
LOG POND
LOG POND
LOG POND

1985 Marshall Slough Br. Sec, 10,082
Lone Pine Dr. SE of Junction City
(gr, pav, & str.)

C&A #10,187 – [illegible] 4-13-85

10,082

Oregon Department of Transportation

# INVOICE

10-17-89

PAGE NO. 1

| | |
|---|---|
| BILLING DATE | 10/11/89 23:08 |
| REPORT NO. | FMBL824-1 |

TO ENSURE PROPER CREDIT, RETURN THIS FORM WITH YOUR REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

LANE CO PUBLIC WORKS DEPARTMENT
ACCOUNTS PAYABLE - DOROTHY MOYER
3040 DELTA HWY NORTH
EUGENE OR 97401-1696

FOR INFORMATION CONCERNING
THIS INVOICE CALL:
(503)378-6578

| AGENCY | T/C | CURR. DOC. | DOC. DATE | VENDOR NO./SUFFIX | UNIT |
|---|---|---|---|---|---|
| 02 | 350 | | | 52803 -00 | 9901 |

| ACCOUNT | REVENUE SOURCE | AGENCY SOURCE | CUSTOMER AMOUNT DUE | CUSTOMER AMOUNT REMITTED | REV | CUSTOMER REFERENCE |
|---|---|---|---|---|---|---|
| RVF04567-000 03 | 844010 | 03 | 1.98 | | | RRP 000S067 |
| RVF03693-000 02 | 844010 | 10 | 618.43 | | | 8351 |

| | |
|---|---|
| AMOUNT DUE | $620.41 |

734-1150A(11-88)

# OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: MAY 19, 1989

COUNTY: Lane AGREEMENT NO.: 8351 PROJECT NO: BROS-2000(5 & 6)

CONTRACT NO: 10082 SECTION: Marshall Slough (Lone Pine Ave.) Br.

Preliminary Engineering Prefix: C220-1917

| | Participating | Nonparticipating Cost |
|---|---|---|
| Final Design | $ 919.76 | |
| Bridge Design | 314.45 | |
| Location | 6.66 | |
| Program Section | 58.00 | |
| Specifications | 348.53 | |
| Environmental Section | 55.27 | |
| Structural Foundations | 25.63 | |
| Base Design | 164.04 | |
| Total P.E. Cost | $ 1,892.34 | |

Construction Prefix: C10082

| | Participating | Nonparticipating Cost |
|---|---|---|
| Payment to Contractor | $ 163,807.99 | |
| Interest on Final Payment | | $ 225.90 |
| Consultant Eng. (OBEC) | 18,425.58 | |
| Audit Expense | 326.01 | |
| Field Engineering | 2,690.86 | 573.02 |
| Construction Section | 854.65 | |
| Materials Testing | 1,690.54 | |
| Technical Services | 146.31 | |
| Specifications | 763.26 | |
| | $ 188,705.20 | $ 798.92 |

Summary:

| | |
|---|---|
| Participating P.E. Cost | $ 1,892.34 |
| Participating Const. Cost | 188,705.20 |
| Total Participating Cost | $ 190,597.54 |

| | | |
|---|---|---|
| Less Federal Funds | | |
| P.E. (80%) | $ 1,513.87 | |
| Const. (80%) | 150,964.16 | (152,478.03) |
| Subtotal | | $ 38,119.51 |
| Plus Nonparticipating County Cost | | $ 798.92 |
| Less County's Advance Deposits | | |
| P.E. AD#85-10 | $ 4,600.00 | |
| Const. AD#85-61 | 23,300.00 | |
| Const. AD#85-70 | 10,400.00 | (38,300.00) |
| **COUNTY'S BALANCE DUE** | | $ 618.43 |

MKS:PK

```
REPORT NO: FMRP920-1                         OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE        1
                                                FINANCIAL MANAGEMENT SYSTEM                                   RUN 05/03/89 00:15
                                             HSC REPORT WRITER PARAMETERS REPORT

REPORT NUMBER:         0002139   AGENCY: 02   REPORT TYPE: PS
REPORT TITLE:          FINALED PROJECTS JCS
REPORT DESCRIPTION:    M.SHULTS:FINAL PROJ JCS  (86514)

                      DISTRIB    --- EFF DATES ----                                                  NUM
  USER     RPT ID      USER        BEG        END         ACT   FREQ   BI   BC   MEDIA     DEST      COPY

  WAR2     FMRP930     WAR2     04/10/89   99/99/99        Y     D     00   C      H      ALOCAL      01

---- SORT SEQUENCE ----       PAGE       ZERO LINE     DECIMAL POS     PRINT COMMAS     ROUNDING FACTOR
-1- -2- -3- -4- -5- -6-    BREAK LVL     SUPPRESS       AMT   QTY        AMT   QTY          AMT   QTY

19  23  47  46  17             0            Y            2     2          Y     Y            0     0

SELECTION PARAMETERS
--------------------

FIELD   LEVEL    FROM VALUE     TO VALUE     FIELD   LEVEL    FROM VALUE     TO VALUE     FIELD   LEVEL    FROM VALUE     TO VALUE
NUMBER  NUMBER  ------------  ------------   NUMBER  NUMBER  ------------  ------------   NUMBER  NUMBER  ------------  ------------

  19            C2011903                      19             C2051917                      19             C10456
  19            C10414                        19             C2201917                      19             C10082
COLUMN  PRINT     HEADING     TC     FM RANGE     AMT/QTY    CALCULATIONS     ----------------- TRANSACTION CODES -----------------
NUMBER  COLUMN  ONE AND TWO   IND  BEGIN  -END-     IND    OPRTR-VALUE-CODE   O FROM TO  O FROM TO  O FROM TO  O FROM TO  O FROM TO

  1       Y     TOTAL PROJ     Y   A 99   R 00       A                        + 100 199  + 400 499  - 620      + 690
                COST
```

Mike:

Please refer to this # when requesting – Thanx Bob

5-3-89

10,092

PROGRAM SECTION
Manager____ Admin____
Program____ Fiscal____ Local____
MAY 04 1989
Refer To ____________
R/D____ D/R____ Act____
Discuss____ File____ Discard____

```
REPORT NO: FMRP930-1                        OREGON DEPARTMENT OF TRANSPORTATION                              PAGE     1
RRN:          2139                             FINANCIAL MANAGEMENT SYSTEM                                   RUN 05/03/89 22:07
AGY: 02  RPT TYPE: PS                            FINALED PROJECTS JCS

 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                             TOTAL PROJ
     CHRG UNIT                                              COST
 C10082
  000           MARSHALL SLOUGH BRID
   010           SUPRV & ADM
    001           REGULAR WORK TIME

     0521          BILLING SYSTEM                              10.09
     0813          FINAL EST & ENG SUPP                       136.29
     0821          QUAL CONTRL GRP                            253.55
     8023          PRJ MGR 8023 METR RE                       454.72

****001           REGULAR WORK TIME        TOTAL              854.65
***010           SUPRV & ADM              TOTAL              854.65

   625           HD TST 552X DELNTR R
    130           STATNY & OFC SUPP EX

     8020          PROJ MGR 8020 REG 3                          4.40

****130           STATNY & OFC SUPP EX     TOTAL                4.40
***625           HD TST 552X DELNTR R     TOTAL                4.40

   899           ACTIV NOT ON SRC DOC
    136           PRINT & REPRO

     0500          ACCOUNTING SECTION                           7.12

****136           PRINT & REPRO            TOTAL                7.12

    302           RETAIN ON CONTR OR A

****302           RETAIN ON CONTR OR A     TOTAL                 .00

    504           ODOT-  BLPRT SVC

     8200          MATERIALS SECTION                          209.35

****504           ODOT-  BLPRT SVC         TOTAL              209.35

    550           RENT OF EQT-ASSGN

     3000          REGION 3                                    31.60

****550           RENT OF EQT-ASSGN        TOTAL               31.60

    555           HWY DIV - DATA ENT
```

Project mgmt

```
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL
     CHRG UNIT                                          TOTAL PROJ
 C10082                                                    COST
  000          MARSHALL SLOUGH BRID
   899          ACTIV NOT ON SRC DOC
    555          HWY DIV - DATA ENT

     0521         BILLING SYSTEM                              17.92

****555          HWY DIV - DATA ENT    TOTAL                 17.92
***899          ACTIV NOT ON SRC DOC   TOTAL                265.99      Materials

   900          PROJ ENG FLD OFC
    001          REGULAR WORK TIME

     3000         REGION 3                                   176.78
     3015         MATL & QTY UNIT REG3                     1,449.56
     8020         PROJ MGR 8020 REG 3                        921.33

****001          REGULAR WORK TIME     TOTAL              2,547.67

    130          STATNY & OFC SUPP EX

     3000         REGION 3                                     1.77

****130          STATNY & OFC SUPP EX  TOTAL                  1.77

    550          RENT OF EQT-ASSGN

     8020         PROJ MGR 8020 REG 3                         16.80

****550          RENT OF EQT-ASSGN     TOTAL                 16.80

    551          HWY DIV. - MATL TST

     8211         PHYS TST GRP                                72.00

****551          HWY DIV. - MATL TST   TOTAL                 72.00

    570          RENT OR LEAS-OTHR EQ

     1094         SOIL GEOL CREW METRO                       370.00

****570          RENT OR LEAS-OTHR EQ  TOTAL                370.00   +4.40
***900          PROJ ENG FLD OFC       TOTAL              3,008.24

   901          PROJ ENG CONSUL
    001          REGULAR WORK TIME
```

```
REPORT NO: FMRP930-1                          OREGON DEPARTMENT OF TRANSPORTATION                          PAGE     3
RRN:          2139                              FINANCIAL MANAGEMENT SYSTEM                                RUN 05/03/89 22:07
AGY: 02  RPT TYPE: PS                             FINALED PROJECTS JCS

 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                                   TOTAL PROJ
     CHRG UNIT                                                    COST
 C10082
  000          MARSHALL SLOUGH BRID
   901          PROJ ENG CONSUL
    001          REGULAR WORK TIME

     7363         TECH DSIGN CREW                                    40.95
     7364         TCH DSIGN TM N.1 R D                               70.71

****001          REGULAR WORK TIME       TOTAL                      111.66

    504          ODOT-  BLPRT SVC

     7361         PLANS & MAP CREW                                   13.96
     7363         TECH DSIGN CREW                                     7.24
     7450         DSIGN UNIT 3 BRG                                    5.00

****504          ODOT-  BLPRT SVC        TOTAL                       26.20
***901          PROJ ENG CONSUL         TOTAL                      137.86

   903          FINAL DSIGN FOR PROJ
    504          ODOT-  BLPRT SVC

     7400         BRIDGE SECTION                                      8.45

****504          ODOT-  BLPRT SVC        TOTAL                        8.45
***903          FINAL DSIGN FOR PROJ    TOTAL                        8.45

   921          PREP SPECF & EST PRJ
    136          PRINT & REPRO

     0500         ACCOUNTING SECTION                                763.26

****136          PRINT & REPRO           TOTAL                      763.26
***921          PREP SPECF & EST PRJ    TOTAL                      763.26

   940          MATERIALS TESTING
    001          REGULAR WORK TIME

     8213         EUG INSP GRP                                       36.03
     8221         OFFICE GROUP                                      130.92

****001          REGULAR WORK TIME       TOTAL                      166.95

    550          RENT OF EQT-ASSGN
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REPORT NO: FMRP930-1                        OREGON DEPARTMENT OF TRANSPORTATION                          PAGE      4
RRN:          2139                             FINANCIAL MANAGEMENT SYSTEM                               RUN 05/03/89 22:07
AGY: 02  RPT TYPE: PS                            FINALED PROJECTS JCS

 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                         TOTAL PROJ
     CHRG UNIT                                          COST
 C10082
  000         MARSHALL SLOUGH BRID
   940         MATERIALS TESTING
    550         RENT OF EQT-ASSGN

     8200        MATERIALS SECTION                             7.60

****550         RENT OF EQT-ASSGN      TOTAL                   7.60

    551         HWY DIV. - MATL TST

     3000        REGION 3                                     74.00
     3011        GEOL UNIT REG 3                             336.00
     3015        MATL & QTY UNIT REG3                        489.00
     8020        PROJ MGR 8020 REG 3                          92.00
     8213        EUG INSP GRP                                 32.00
     8215        PTL GEN INSP GRP                             86.00
     9997        DUMMY - AGENCY TABLE                        141.00

****551         HWY DIV. - MATL TST    TOTAL               1,250.00
***940         MATERIALS TESTING       TOTAL               1,424.55
**000         MARSHALL SLOUGH BRID     TOTAL               6,467.40

  001         MARSHALL SLOUGH BRID
   899         ACTIV NOT ON SRC DOC
    349         INT ON VEND PMT

     8020        PROJ MGR 8020 REG 3                         225.90

****349         INT ON VEND PMT        TOTAL               [redacted]
***899         ACTIV NOT ON SRC DOC    TOTAL

   900         PROJ ENG FLD OFC
    151         PH & GRAPH SVC CHG

     8020        PROJ MGR 8020 REG 3                          44.78

****151         PH & GRAPH SVC CHG     TOTAL                  44.78      Non Part

***900         PROJ ENG FLD OFC        TOTAL                  44.78
**001         MARSHALL SLOUGH BRID     TOTAL                 270.68

  010         MARSHAL SLOUGH BR
   900         PROJ ENG FLD OFC
    598         LUMP SUM ENG COST
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REPORT NO: FMRP930-1                        OREGON DEPARTMENT OF TRANSPORTATION                         PAGE      5
RRN:          2139                            FINANCIAL MANAGEMENT SYSTEM                               RUN 05/03/89 22:07
AGY: 02  RPT TYPE: PS                           FINALED PROJECTS JCS
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                             TOTAL PROJ
     CHRG UNIT                                              COST
 C10082
   010           MARSHAL SLOUGH BR
    900            PROJ ENG FLD OFC
     598            LUMP SUM ENG COST

      0523            BILLINGS AND REVENUE                            528.24      Non Par

****598             LUMP SUM ENG COST         TOTAL                   528.24
***900             PROJ ENG FLD OFC          TOTAL                   528.24
**010            MARSHAL SLOUGH BR          TOTAL                   528.24

   011           MARSHALL SLOUGH BR
    010            SUPRV & ADM
     001            REGULAR WORK TIME

      0521            BILLING SYSTEM                                   17.48

****001             REGULAR WORK TIME         TOTAL                    17.48
***010             SUPRV & ADM               TOTAL                    17.48

    050            AUDIT SERVICES
     001            REGULAR WORK TIME

      0570            EXTERNAL AUDITORS                               326.01

****001             REGULAR WORK TIME         TOTAL                   326.01      Audit
***050             AUDIT SERVICES            TOTAL                   326.01

    899            ACTIV NOT ON SRC DOC
     001            REGULAR WORK TIME

      0521            BILLING SYSTEM                                    8.74

****001             REGULAR WORK TIME         TOTAL                     8.74

     199            DATA PROC EQT CHG

      0530            DATA PROCESSING                                  17.81
      8020            PROJ MGR 8020 REG 3                               2.69

****199             DATA PROC EQT CHG         TOTAL                    20.50

     220            CONSUL ENG SVC
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REPORT NO: FMRP930-1                    OREGON DEPARTMENT OF TRANSPORTATION                    PAGE      6
RRN:            2139                      FINANCIAL MANAGEMENT SYSTEM                          RUN 05/03/89 22:07
AGY: 02  RPT TYPE: PS                       FINALED PROJECTS JCS

 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                       TOTAL PROJ
     CHRG UNIT                                        COST
 C10082
  011          MARSHALL SLOUGH BR
   899          ACTIV NOT ON SRC DOC
    220          CONSUL ENG SVC

     8020          PROJ MGR 8020 REG 3                   16,293.35   Consultant

****220          CONSUL ENG SVC         TOTAL          16,293.35

    300          FORM CONTR CONSTR RT

     8020          PROJ MGR 8020 REG 3                  163,807.99   [illegible]

****300          FORM CONTR CONSTR RT   TOTAL         163,807.99

    302          RETAIN ON CONTR OR A

****302          RETAIN ON CONTR OR A   TOTAL                .00
***899          ACTIV NOT ON SRC DOC    TOTAL         180,130.58

   900          PROJ ENG FLD OFC
    598          LUMP SUM ENG COST

     0523          BILLINGS AND REVENUE                     528.24-

****598          LUMP SUM ENG COST      TOTAL             528.24-
***900          PROJ ENG FLD OFC        TOTAL             528.24-

   901          PROJ ENG CONSUL
    001          REGULAR WORK TIME

     0521          BILLING SYSTEM                             8.74

****001          REGULAR WORK TIME      TOTAL               8.74

    220          CONSUL ENG SVC

     8020          PROJ MGR 8020 REG 3                    2,132.23   Consultant

****220          CONSUL ENG SVC         TOTAL           2,132.23
***901          PROJ ENG CONSUL         TOTAL           2,140.97

   921          PREP SPECF & EST PRJ
    504          ODOT-  BLPRT SVC
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REPORT NO: FMRP930-1                          OREGON DEPARTMENT OF TRANSPORTATION                          PAGE     7
RRN:          2139                                FINANCIAL MANAGEMENT SYSTEM                              RUN 05/03/89 22:07
AGY: 02  RPT TYPE: PS                                FINALED PROJECTS JCS

 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                     TOTAL PROJ
     CHRG UNIT                                      COST
 C10082
  011          MARSHALL SLOUGH BR
   921          PREP SPECF & EST PRJ
    504          ODOT-  BLPRT SVC

     0100         ST HWY ENG                                151.00

****504          ODOT-  BLPRT SVC       TOTAL               151.00
***921          PREP SPECF & EST PRJ    TOTAL               151.00
**011          MARSHALL SLOUGH BR       TOTAL           182,237.80
*C10082                                 TOTAL           189,504.12
```

10,082

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-21-87

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

**Appropriation:**

**The United States, Dr., TO** Treasurer of the State of Oregon

**Address** Capitol Building, Salem, OR 97310

**STATE** Oregon

**FEDERAL AID PROJECT NO.** BROS-2000(6)

**PROGRAM APPROVED**

**VOUCHER PERIOD** From: 7/3/85 To: 5/21/87

**FINANCIAL DATA**

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| 117 | 189,504.12 | 188,705.20 | 80% | 150,964.16 | 150,964.16 | -0- |
| | 189,504.12 | 188,705.20 | 80% | 150,964.16 | 150,964.16 | -0- |

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

_____ *State Highway Agency*

*By* RJ Haack

Asst Controller *Authorized Officer* *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ _____

*Adjustments* $ _____

*Amount Approved* $ _____

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Marshal Slough (Lone Pine) Bridge Section<br>County Road in Lane County | | | | | |
| | Participating Project Cost<br>Type Code X080<br>Structure, Br. No. #13424A (Sta. "L" 14 + 00 to Sta. "L" 19 + 50) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $163,807.99 | |
| | TOTAL PARTICIPATING CONSTRUCTION COST | | | | $163,807.99 | ✓ |
| | Construction Engineering | | | | | |
| | Consultant | All Required | | | $ 18,425.58 | ✓ |
| | State | Lump Sum | | | 6,145.62 | |
| | TOTAL PARTICIPATING CONSTRUCTION ENGINEERING | | | | $ 24,571.20 | |
| | Miscellaneous Project Cost | | | | | |
| | Audit Expense | All Required | | | $ 326.01 | ✓ |
| | TOTAL PARTICIPATING PROJECT COST | | | | $188,705.20 | |
| | Non-Participating Project Cost | | | | | |
| | Interest on Payment Summary | All Required | | | $ 225.90 | ✓ |
| | Engineering | All Required | | | 573.02 | ✓ |
| | TOTAL NON-PARTICIPATING PROJECT COST | | | | $ 798.92 | |
| | TOTAL PROJECT COST | | | | $189,504.12 | |
| | "Audit conducted, any adjustments required have been made." | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

10,622

C220

**ORIGINAL**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING SALEM, OREGON 97310

| | |
|---|---|
| STATE<br>OREGON | FEDERAL AID PROJECT NO.<br>BROS 2000(5) |
| PROGRAM APPROVED | VOUCHER PERIOD<br>From: 2-15-85 To: 6-4-85 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $1,892.34 | 1,892.34 | 80% | $1,513.87 | $1,513.87 | -0- |

APP
#
117

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY* OREGON *State Highway Agency*

*By* CONTROLLER
*Authorized Officer* *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $0.00

*Adjustments* $

*Amount Approved* $

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | MARSHALL SLOUGH (LONE PINE AVE.) | | | | | |
| | BRIDGE COUNTY RD. - LANE COUNTY | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | All Required | | | $1,892.34 | |
| | **TOTAL PARTICIPATING PROJECT COSTS** | | | | **$1,892.34** | |
| | Prepared based on the participating project costs as shwon on the Federal Billing as of August 7, 1986. | | | | | |
| | **AMOUNT CARRIED FORWARD** | | | | | |

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 117

| AGREEMENT EA/SUBJOB | TOTAL COSTS TO DATE | AMOUNT PREV CLAIMED | --PARTICIPATION-- AMOUNT | PERCENT | AGREEMENT AMOUNT | FEDERAL SHARE | -ADJUSTMENT- AMOUNT | CODE | VOUCHER AMOUNT |
|---|---|---|---|---|---|---|---|---|---|
| FEDERAL PROJECT: BROS-1800-006 | | | | | | | | | |
| F01627 | | | | | | | | | |
| C2181984-011 | 9,752.45 | 7,801.96 | 9,752.45 | | | | | | |
| AGREEMENT TOTALS | 9,752.45 | 7,801.96 | 9,752.45 | 80.00 | 7,801.96 | 7,801.96 | .00 | | .00 |
| FED PROJ TOTALS | 9,752.45 | 7,801.96 | 9,752.45 | | 7,801.96 | 7,801.96 | .00 | | .00 |
| FEDERAL PROJECT: BROS-2000-004 | | | | | | | | | |
| F01637 | | | | | | | | | |
| C2201908-000 | 13,808.61 | 5,099.34 | 13,808.61 | | | | | | |
| C2201908-011 | 8,500.70 | 13,379.40 | 8,500.70 | | | | | | |
| AGREEMENT TOTALS | 22,309.31 | 18,478.74 | 22,309.31 | 80.00 | 18,720.00 | 17,847.45 | .00 | | 631.29- |
| FED PROJ TOTALS | 22,309.31 | 18,478.74 | 22,309.31 | | 18,720.00 | 17,847.45 | .00 | | 631.29- |
| FEDERAL PROJECT: BROS-2000-005 | | | | | | | | | |
| F01640 | | | | | | | | | |
| C2201917-000 | 6.00 | .02 | 6.00 | | | | | | |
| C2201917-011 | 1,886.34 | 1,513.85 | 1,886.34 | | | | | | |
| AGREEMENT TOTALS | 1,892.34 | 1,513.87 | 1,892.34 | 80.00 | 1,513.87 | 1,513.87 | .00 | | .00 |
| FED PROJ TOTALS | 1,892.34 | 1,513.87 | 1,892.34 | | 1,513.87 | 1,513.87 | .00 | | .00 |
| FEDERAL PROJECT: BROS-2000-006 | | | | | | | | | |
| F03693 | | | | | | | | | |
| C10082 -000 | 6,613.40 | 2,198.51 | 14,680.21 | | | | | | |
| C10082 -001 | 270.68 | .00 | .00 | | | | | | |
| C10082 -011 | 180,307.80 | 147,338.45 | 172,240.99 | | | | | | |
| AGREEMENT TOTALS | 187,191.88 | 149,536.96 | 186,921.20 | 80.00 | 151,638.00 | 149,536.96 | .00 | | .00 |
| FED PROJ TOTALS | 187,191.88 | 149,536.96 | 186,921.20 | | 151,638.00 | 149,536.96 | .00 | | .00 |
| FEDERAL PROJECT: BROS-2000-007 | | | | | | | | | |
| F03950 | | | | | | | | | |
| C2201919-000 | 16,338.18 | 13,083.60 | 16,338.18 | | | | | | |
| C2201919-001 | 425.38 | .00 | .00 | | | | | | |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 951

| DESCRIPTION | | | PREFIX | FUNCTION | SUB F. GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|
| | | 220 | 1913 | 901 | 00 P 1 | | | 2,743.97 | |
| | | 220 | 1913 | 903 | 00 P 1 | | | 58,525.24 | |
| | | 220 | 1913 | 907 | 00 P 1 | | | 18,826.11 | |
| | | 220 | 1913 | 911 | 00 P 1 | | | 1,073.27 | |
| | | 220 | 1913 | 913 | 00 P 1 | | | 2,358.89 | |
| | | 220 | 1913 | 916 | 00 P 1 | | | 4,781.41 | |
| | | 220 | 1913 | 918 | 00 P 1 | | | 142.42 | |
| | | 220 | 1913 | 920 | 00 P 1 | | | 14,156.92 | |
| | | 220 | 1913 | 923 | 00 P 1 | | | 101,581.96 | |
| | | 220 | 1913 | 932 | 00 P 1 | .15CR | 33.76 | 102.73 | |
| | | 220 | 1913 | 949 | 00 P 1 | | | 9,180.11 | |
| | | 220 | 1913 | 980 | 00 P 1 | | | 5,383.06 | |
| | | | | TOT | P1 | .15CR | 33.76 | 218,856.09 | |
| | | | | ** JOB TOTALS ** | | .15CR** | 33.76 ** | 218,856.09 ** | |
| MARSHALL SL (LONE PINE)BR | CONT NO | | | * FA PROJ NOS BROS2000005 100 | | | | | STATE |
| | | ~~220~~ | ~~1917~~ | ~~296~~ | ~~00 N 9~~ | ~~657.80CR~~ | ~~1,102.16CR~~ | ~~1,102.16CR~~ | |
| | | ~~220~~ | ~~1917~~ | ~~297~~ | ~~00 N 9~~ | ~~571.09~~ | ~~571.09~~ | ~~571.09~~ | |
| | | ~~220~~ | ~~1917~~ | ~~298~~ | ~~00 N 9~~ | ~~86.71~~ | ~~531.07~~ | ~~531.07~~ | |
| | | 220 | 1917 | 905 | 00 P 1 | 686.98 | 876.69 | 876.69 | |
| | | 220 | 1917 | 906 | 00 P 1 | 70.48 | 314.45 | 314.45 | |
| | | 220 | 1917 | 918 | 00 P 1 | 6.66 | 6.66 | 6.66 | |
| | | 220 | 1917 | 920 | 00 P 1 | 38.64 | 58.00 | 58.00 | |
| | | 220 | 1917 | 921 | 00 P 1 | 301.77 | 348.53 | 348.53 | |
| | | 220 | 1917 | 923 | 00 P 1 | 55.27 | 55.27 | 55.27 | |
| | | 220 | 1917 | 926 | 00 P 1 | 25.63 | 25.63 | 25.63 | |
| | | 220 | 1917 | 933 | 00 P 1 | | 164.04 | 164.04 | |
| | | | | TOT | P1 | 1,185.43 | 1,849.27 | 1,849.27 | |
| | | | | ** JOB TOTALS ** | | 1,185.43 ** | 1,849.27 ** | 1,849.27 ** | |
| SPTC XING @ LATHAM RD-COTT RD | CONT NO | | | * FA PROJ NOS RRS 6430001 100 | | | | | STATE |
| | | 220 | 1939 | 296 | 00 N 9 | | | 2,438.19CR | |
| | | 220 | 1939 | 298 | 00 N 9 | | | 2,194.37 | |
| | | 220 | 1939 | 299 | 00 N 9 | | | 243.82 | |
| | | 220 | 1939 | 901 | 00 P 1 | | | 1,907.00 | |
| | | 220 | 1939 | 905 | 00 P 1 | | | 61.77 | |
| | | 220 | 1939 | 915 | 00 P 1 | | | 437.76 | |
| | | 220 | 1939 | 920 | 00 P 1 | | | 31.66 | |
| | | | | TOT | P1 | | | 2,438.19 | |
| | | | | ** JOB TOTALS ** | | ** | ** | 2,438.19 ** | |
| FIDDLE CREEK BRIDGES | CONT NO | | | * FA PROJ NOS BROS2000002 100 | | | | | STATE |
| | | 220 | 1985 | 296 | 00 N 9 | | 720.94CR | 3,604.71CR | |
| | | 220 | 1985 | 297 | 00 N 9 | | 720.94 | 720.94 | |
| | | 220 | 1985 | 298 | 00 N 9 | | | 2,883.77 | |
| | | 220 | 1985 | 901 | 00 P 1 | | | 59.92 | |

jc cc: OSHD (Rulien)

**STATE COPY** 0082

U.S. Department of Transportation
Federal Highway Administration

## FINAL ACCEPTANCE REPORT

RECEIVED
STAT HWY ENG
MAY 22 '87
REFER TO
Fredrickson
FOR

| | | | | |
|---|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Lane | | DIVISION<br>Oregon |
| DATE OF REPORT<br>May 13, 1987 | REPORT MADE BY<br>C. O. Fredrickson, Construction Engineer | | | PROJECT NO.<br>BROS-2000(6)<br>5/28 |
| COMPLETION DATE (Actual)<br>October 8, 1985 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>April 1, 1986 | | TIME ELAPSED<br>77 % | CONTRACT TIME<br>October 31, 1985 |

LOCATION Marshall Slough (Lone Pine Drive) Bridge Section about 5 miles SE of Junction City.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.
   - B. Construction of Bridge No. 13424A over slough. Length: 128 feet. Roadway width: 24 feet.
   - C. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Holst Construction Co.
3. Contract Amount: $163,807.99
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Richard R. Ch[illegible] | | SIGNATURE<br>John T. Price | |
| TITLE<br>Area Engineer | DATE<br>5/21/87 | TITLE<br>District Engineer B | DATE<br>5/21/87 |

FORM FHWA 1446B
(Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

April 21, 1986

CON 5 - 10,082

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

On April 8, 1986, we wrote to you concerning release of final payment on Contract No. 10,082 awarded to Holst Construction Co. for work on the Marshall Slough Bridge Section of Lone Pine Drive in Lane County.

Final payment on this contract is $4,018.16 and the total contract amount is $163,807.99. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Holst Construction Co.
P.O. Box 1049
Oakridge, OR 97463

Employers Insurance of Wausau
9400 S.W. Beaverton Hwy., Ste. 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

10,082

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#10082

TO: Robert Gormsen
Manager, Commission Services

DATE: April 1, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10082, On Site Work Substantially Completed 10-8-85

All Work Completed 12-2-85

Project Marshall Slough (Lone Pine Dr.) Bridge

Highway Maintenance Road No. 3145

County Lane

Type of Work Grading, Paving and Structure

Contractor Holst Construction Co.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-8-86 - Surety letter written.

noted RGormsen

RECEIVED
APR 3 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

ok 10,082

FMBL042-1 RUN 11/26/85 02:28

BILLING STATEMENT FROM HIGHWAY DIVISION
11/26/85

PAGE 13

CUSTOMER NO: 0000183415-00

~~LANE COUNTY~~ OREGON STATE TREASURER
~~125 E 8TH~~ POOL ACCT
~~EUGENE~~ ~~OR 97401~~ 4085-07

CURRENT CHARGES

| AGREEMENT | DESCRIPTION | CURRENT | PAST DUE | TOTAL |
|---|---|---|---|---|
| F03693-02 | BROS-2000(6) ~~XI 1560(5)~~ 10/85<br>LANE CO/MARSHALL SLOUGH BR | 7,010.48 | .00 | 7,010.48 |
| TOTAL CHARGES | | 7,010.48 | .00 | 7,010.48 |

TO ENSURE PROPER CREDIT, RETURN THE ATTACHED COPY OF THIS STATEMENT WITH YOUR REMITTANCE.

*** PLEASE REMIT TO ***

OREGON DEPARTMENT OF TRANSPORTATION (503) 378-5034
434 TRANSPORTATION BUILDING
SALEM OR 97310

This statement is informational only. Above amount with-drawn from LGIP.

AUTHORIZED SIGNATURE

**PROGRAM SECTION**
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 13 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-01000
michael schultz

11-(87

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Marshall Slough Bridge

WEEK ENDING: October 12, 1985

SECTION PREFIX:

HIGHWAY: Lone Pine Dr

COUNTY: Lane

NAME OF JOB: Marshall Slough (Lone Pine Dr.) Br.

KIND OF WORK: Grading, Paving, Structure

CONTRACTOR: Holst Construction

CONTRACT NUMBER: 10,082

FEDERAL AID PROJECT NUMBER:

DATE OF CONTRACT: July 3, 1985

DATE WORK STARTED: July 26, 1985

ESTIMATED COMPLETION DATE: October 31, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 98

WORK DAYS USED: 68

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: October 31, 1985

PERCENT OF TIME ELAPSED: 69%

PROJECT AUTHORIZATION: $ 189,547.99

EXCLUSIVE OF ENGINEERING: $ 174,517.75

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 164,502.63

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______%

ENGINEERING AUTHORIZATION: $______

ENGINEERING COST TO DATE: $______

PERCENT OF AUTHORIZATION ______%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: October 8, 1985

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.10 | 0.10 | | 0.10 | 0.10 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 2250 | 1240 | | 1.5 | 185 |
| TOTAL QUANTITIES CORRECTED TO DATE | 2250 | 1253 | | 1.46 | 173 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 2250 | 1253 | | 1.46 | 173 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: 1-Guardrail punch 1-Flat bed truck

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 13434A | | | | | | | |
| PERCENT | 100% | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 10-6 | Partly Cloudy | | | |
| MONDAY 10-7 | Partly Cloudy | | | |
| TUESDAY 10-8 | Clear | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 10-6 | No Activity |
| MONDAY 10-7 | No Activity |
| TUESDAY 10-8 | Arrow Bros: Drove guard rail posts and hung guard rail 62.5 on each corner of Bridge. |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Inspector: Arno Nelson
Project completed October 8, 1985

SIGNED Donald Breur LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

10,082

lane county

August 21, 1985

State of Oregon
Transportation Bldg.
Gary Potter
Project Manager
Salem, OR 97310

RE: Marshall Slough (Lone Pine)
BROS 2000(6)

As per our agreement, enclosed is information on costs which Lane County has incurred on the above mentioned project from 12/27/84 through 6/30/85. Costs are summarized as follows:

labor; overhead; equipment = $15,088.00
purchases/payments/advance deposits = 53,512.04
total of all = $68,600.04
minus advance deposits = 38,300.00
Lane County costs = $30,300.04

This is not a reimbursement request but for compilation of total project cost only.

Please call me if you have any questions.

Sincerely,

Ollie Snowden

Ollie Snowden
County Engineer

enclosures
OS:ss

**PROGRAM SECTION**
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 10 1985
REFER TO LOC Prog's
R/D ___ [✓ ACT] ___ REPLY ___
DISC ___ INFO ___ FILE ___

DEPARTMENT OF PUBLIC WORKS / 3040 DELTA HIGHWAY NORTH / EUGENE, OREGON 97401

## LANE COUNTY DEPARTMENT OF PUBLIC WORKS

ACCOUNTS PAYABLE
EXPENSE DETAIL REPORT
FOR PAY CYCLES 13/85 THRU 26/85 (12/15/84-06/30/85)

08/20/85
12:38:19

APATRP
PAGE 1

| ACCT | PAY DOCUMENT | PAY DATE | VENDOR CODE | BUDGET ACCOUNT FD-DP-DV-OBJET-PGM | COST CODING SC-CL-ACCNT-FNC-MTL | INVOICE DESCRIPTION | INVOICE $AMOUNT |
|---|---|---|---|---|---|---|---|
| 80303 | ACCOUNT: LONE PINE AVENUE-BUILD BRIDGE | | | | | | |
| | CO 4347 | 122884 | 17883 | 25-06-91-61110-100 | 60-41-80303-240 | DESIGN ENG LONE PINE AVE.BR. | 1388.24 |
| | CO 4412 | 012585 | 17883 | 25-06-91-61110-100 | 60-41-80303-240 | DESIGN ENG LONE PINE AVE. BR. | 556.16 |
| | CO 4447 | 020885 | 104416 | 25-06-91-61110-700 | 70-70-80303-702 | APPRAISE LONE PINE DRIVE | 375.00 |
| | CO 4456 | 020885 | 60414 | 25-06-91-61110-100 | 60-41-80303-240 | ENG. SERVICE LONE PINE BRIDGE | 198.33 |
| | CO 4475 | 022285 | 17883 | 25-06-91-61110-100 | 60-41-80303-240 | DESIGN ENG LONE PINE AVE BR | 90.50 |
| | CO 4535 | 032285 | 17883 | 25-06-91-61110-100 | 60-41-80303-240 | DESIGN ENG. LONE PINE AVE BR | 2838.73 |
| | CO 4573 | 041585 | 95861 | 25-06-96-84550-310 | 01-45-80303-401 | ADV DEPOSIT-LONE PINE BRIDGE | - 4600.00 |
| | CO 4592 | 041985 | 17883 | 25-06-91-61110-100 | 60-41-80303-240 | DESIGN ENG LONE PINE AVE BR | 2430.40 |
| | CO 4659 | 053185 | 17883 | 25-06-91-61110-100 | 60-41-80303-240 | DESIGN ENG LONE PINE AVE BR | 3083.75 |
| | CO 4698 | 061085 | 95861 | 25-06-96-84550-310 | 01-45-80303-401 | ADV DEPOSIT LONE PINE AVE BR | - 23300.00 |
| | CO 4725 | 063085 | 17883 | 25-06-91-61110-100 | 60-41-80303-240 | DESIGN ENG LONE PINE AVE BR | 125.89 |
| | CO 4747 | 070385 | 95861 | 25-06-96-84550-310 | 01-45-80303-401 | ADVANCE DEPOS-LONE PINE BRIDGE | - 10400.00 |
| | IR 10550 | 031485 | 60103 | 25-06-96-84530-310 | 01-44-80303-401 | PERMIT LONE PINE DR | 111.00 |
| | RQ 48949 | 032285 | 109662 | 25-06-96-81180-310 | 01-40-80303-404 | VAUGHN W. & MARY G. BALL | 401.00 |
| | RQ 48987 | 040585 | 109662 | 25-06-96-81180-310 | 01-40-80303-404 | CLIFFORD M. & HAZEL M. JENSEN | 3206.00 |
| | RQ 48997 | 040585 | 24824 | 25-06-91-62180-100 | 60-41-80303-219 | POSTAGE | 5.14 |
| | RQ 49062 | 050385 | 24824 | 25-06-96-84530-310 | 01-44-80303-401 | REMOVAL FILL PERMIT | 101.00 |
| | RQ 49077 | 051785 | 109662 | 25-06-96-81180-310 | 01-40-80303-404 | CLIFFORD & HAZEL JENSEN | 300.00 |
| | | | | | | | ------------- |
| 80303 | TOTAL EXPENSE: | | | | | | 53512.04 |
| | | | | | | | - 38,300.00 |
| | | | | | | | 15,212.04 |
| 82501 | ACCOUNT: RICHARDSON ROAD-BUILD BRIDGE | | | | | | |
| | CO 3870 | 051884 | 17883 | 25-06-91-61110-100 | 60-41-82501-240 | DESIGN ENG. RICHARDSON RD BR | 461.50 |
| | CO 3992 | 072784 | 17883 | 25-06-91-61110-100 | 60-41-82501-240 | DESIGN ENG RICHARDSON RD BR | 135.64 |
| | CO 4197 | 101984 | 17883 | 25-06-91-61110-100 | 60-41-82501-240 | DESIGN ENG RICHARDSON RD BR | 1618.59 |
| | CO 4475 | 022285 | 17883 | 25-06-91-61110-100 | 60-41-82501-240 | DESIGN ENG RICHARDSON RD BR | 256.57 |
| | CO 4516 | 030885 | 95861 | 25-06-96-84550-310 | 01-45-82501-401 | ADVANCE DEPOSIT TO STATE OF OR | 4400.00 |
| | CO 4535 | 032285 | 17883 | 25-06-91-61110-100 | 60-41-82501-240 | DESIGN ENG. RICHARDSON RD BR | 33.00 |
| | CO 4535 | 032285 | 17883 | 25-06-91-61110-100 | 60-41-82501-240 | DESIGN ENG RICHARDSON BR EXTRA | 1100.00 |
| | CO 4659 | 053185 | 17883 | 25-06-91-61110-100 | 60-41-82501-240 | DESIGN ENG RICHARDSON RD BR | 1341.62 |
| | CO 4725 | 063085 | 17883 | 25-06-91-61110-100 | 60-41-82501-240 | DESIGN ENG RICHARDSON RD BR | 178.97 |
| | IR 7257 | 101584 | 60103 | 25-06-96-84530-310 | 01-44-82501-401 | PRMT #LC-2634-84 RICHARDSON BR | 110.00 |
| | RQ 47546 | 020885 | 18148 | 25-06-96-84530-310 | 01-44-82501-401 | FILL PERMIT RF 4101 | 100.00 |
| | | | | | | | ------------- |
| 82501 | TOTAL EXPENSE: | | | | | | 9725.89 |

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                              L A N E   C O U N T Y   D E P A R T M E N T   O F   P U B L I C   W O R K S
                                                   C O S T   D E T A I L   R E P O R T
  RUN 08/20/85                              FOR TRANSACTION DATES   5/07/84 THRU  7/03/85                                    PAGE   1

                                 ********* TRANSACTION DETAIL *********     ************ ACTUAL COSTS ************         OVERHEAD COSTS
 ACCT   DIV    SEC    FUNC        DATE  TYPE NUMBER  MAT-CODE  QUAN UM       LABOR   MATERIAL  EQUIPMNT    GENERAL       ADMIN       OPER

 80303                            ACCOUNT:   LONE PINE AVENUE-BUILD BRIDGE
         91                       DIVISION:  ENGINEERING
                21                SECTION:   ENGINEERING SURVEYS
                       020        FUNCTION:  SUPERVISION
                                  03/05/85 TC 71740              1.00 HR      13.10                                                  12.46
                                  03/05/85 TT 78015             25.00 M                          6.00
                                  --------------------------------------------------------------------------------------------------------
                       020        TOT COST:        31.56, LBR:    1.0 HR      13.10              6.00                                  12.46


                       204        FUNCTION:  TOPOGRAPHY
                                  04/04/85 TC 11260              1.00 HR       8.58                                                   8.16
                                  04/11/85 TC 11260              1.00 HR       8.58                                                   8.16
                                  04/04/85 TC 11845              1.00 HR      10.65                                                  10.13
                                  04/11/85 TC 11845              1.00 HR      10.65                                                  10.13
                                  04/04/85 TC 41620              1.00 HR      11.47                                                  10.91
                                  04/11/85 TC 41620              1.00 HR      11.47                                                  10.91
                                  04/04/85 TC 67913              1.00 HR       7.21                                                   6.86
                                  04/11/85 TC 67913              1.00 HR       7.21                                                   6.86
                                  04/04/85 TT 83164             20.00 M                          7.20
                                  04/11/85 TT 83164             20.00 M                          7.20
                                  --------------------------------------------------------------------------------------------------------
                       204        TOT COST:       162.34, LBR:    8.0 HR      75.82             14.40                                  72.12


                       238        FUNCTION:  SLOPE STAKES
                                  02/26/85 TC 20720              5.00 HR      46.85                                                  44.58
                                  02/26/85 TC 41620              5.00 HR      57.35                                                  54.57
                                  02/26/85 TC 67913              5.00 HR      36.05                                                  34.30
                                  02/26/85 TC 82050              5.00 HR      48.75                                                  46.39
                                  02/26/85 TT 83164             30.00 M                         10.80
                                  --------------------------------------------------------------------------------------------------------
                       238        TOT COST:       379.64, LBR:   20.0 HR     189.00             10.80                                 179.84


                       234        FUNCTION:  RIGHT OF WAY ESTABLISHMENT
                                  03/05/85 TC 11845              2.00 HR      21.30                                                  20.27
                                  03/05/85 TC 20720              2.00 HR      18.74                                                  17.83
                                  05/16/85 TC 28300              1.00 HR       9.75                                                   9.28
                                  03/05/85 TC 41620              2.00 HR      22.94                                                  21.83
                                  05/16/85 TC 63320              1.00 HR      11.47                                                  10.91
                                  03/05/85 TC 67913              2.00 HR      14.42                                                  13.72
                                  05/16/85 TC 75210              1.00 HR      10.65                                                  10.13
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                              L A N E   C O U N T Y   D E P A R T M E N T
                              L A N E   C O U N T Y   D E P A R T M E N T   O F   P U B L I C   W O R K S
                                                    C O S T   D E T A I L   R E P O R T
   RUN 08/20/85                                 FOR TRANSACTION DATES   5/07/84 THRU  7/03/85                                    PAGE   2

                                         ********* TRANSACTION DETAIL *********       ************* ACTUAL COSTS *************      OVERHEAD COSTS
  ACCT    DIV      SEC      FUNC          DATE  TYPE NUMBER  MAT-CODE  QUAN UM         LABOR   MATERIAL   EQUIPMNT    GENERAL      ADMIN       OPER

  80303   91       21       234        05/16/85 TC 75962                1.00 HR        10.65                                                  10.13
                                       05/16/85 TT 76166               12.00 M                               4.32
                                       03/05/85 TT 83164               20.00 M                               7.20
                                       -------------------------------------------------------------------------------------------------------------
                            234        TOT COST:       245.54, LBR:    12.0 HR        119.92                11.52                            114.10

                            263        FUNCTION:  COORDINATE WITH UTILITIES, ETC
                                       03/04/85 TC 71740                1.00 HR        13.10                                                  12.46
                                       03/04/85 TT 78015               23.00 M                               5.52
                                       -------------------------------------------------------------------------------------------------------------
                            263        TOT COST:        31.08, LBR:     1.0 HR         13.10                 5.52                             12.46

                   21      *******     TOT COST:       850.16, LBR:    42.0 HR        410.94                48.24                            390.98


                   24                  SECTION:   CONTRACT ADMINISTRATION
                            020        FUNCTION:  SUPERVISION
                                       05/03/85 TC 39080                1.00 HR        15.85                                                  16.99
                                       05/14/85 TC 39080                1.00 HR        15.85                                                  16.99
                                       -------------------------------------------------------------------------------------------------------------
                            020        TOT COST:        65.68, LBR:     2.0 HR         31.70                                                  33.98

                   24      *******     TOT COST:        65.68, LBR:     2.0 HR         31.70                                                  33.98


                   43                  SECTION:   TRANSPORTATION PLANNING
                            940        FUNCTION:  PROJECT DEVELOPMENT/COORDINATE
                                       01/29/85 TC 88345                2.00 HR        26.02                                                  28.37
                                       -------------------------------------------------------------------------------------------------------------
                            940        TOT COST:        54.39, LBR:     2.0 HR         26.02                                                  28.37

                   43      *******     TOT COST:        54.39, LBR:     2.0 HR         26.02                                                  28.37


                   44                  SECTION:   PERMITS
                            496        FUNCTION:  FACILITY PERMITS-ENG & INSPECT
                                       02/28/85 TC 36360                1.00 HR         9.48                                                  14.10
                                       02/28/85 TT 78049               10.00 M                               2.40
                                       -------------------------------------------------------------------------------------------------------------
                            496        TOT COST:        25.98, LBR:     1.0 HR          9.48                 2.40                             14.10
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                                 L A N E   C O U N T Y   D E P A R T M E N T   O F   P U B L I C   W O R K S
                                                     C O S T   D E T A I L   R E P O R T
      RUN 08/20/85                              FOR TRANSACTION DATES   5/07/84 THRU  7/03/85                            PAGE   3

                                    ********* TRANSACTION DETAIL *********        ************* ACTUAL COSTS *************        OVERHEAD COSTS
      ACCT    DIV     SEC     FUNC      DATE  TYPE NUMBER  MAT-CODE  QUAN UM        LABOR   MATERIAL  EQUIPMNT   GENERAL         ADMIN        OPER

      80303   91      44      498     FUNCTION:  UTILITY/PROJECT COORDINATION
                                      03/01/85 TC 36360             2.00 HR         18.96                                                     28.20
                                      05/21/85 TC 36360             1.00 HR          9.48                                                     14.10
                                      03/01/85 TT 78049            20.00 M                              4.80
                                      05/21/85 TT 78049            15.00 M                              3.60
                                      -------------------------------------------------------------------------------------------------------------
                              498     TOT COST:       79.14, LBR:     3.0 HR        28.44               8.40                                      42.30

                      44      ******* TOT COST:      105.12, LBR:     4.0 HR        37.92              10.80                                      56.40


                      60              SECTION:   DESIGN ENGINEERING
                              020     FUNCTION:  SUPERVISION
                                      05/20/85 TC 39810             1.00 HR         15.85                                                     15.49
                                      05/21/85 TC 39810             1.00 HR         15.85                                                     15.49
                                      05/22/85 TC 39810             1.00 HR         15.85                                                     15.49
                                      05/23/85 TC 39810             1.00 HR         15.85                                                     15.49
                                      05/28/85 TC 39810             2.00 HR         31.70                                                     30.97
                                      05/29/85 TC 39810             2.00 HR         31.70                                                     30.97
                                      05/30/85 TC 39610             2.00 HR         31.70                                                     30.97
                                      -------------------------------------------------------------------------------------------------------------
                              020     TOT COST:      313.37, LBR:    10.0 HR       158.50                                                    154.87


                              024     FUNCTION:  MISCELLANEOUS OVERHEAD
                                      05/22/85 TC 62651             7.00 HR         62.51                                                     61.07
                                      05/31/85 TC 62651             5.00 HR         44.65                                                     43.62
                                      -------------------------------------------------------------------------------------------------------------
                              024     TOT COST:      211.85, LBR:    12.0 HR       107.16                                                    104.69

                              100     FUNCTION:  GENERAL CLERICAL
                                      01/17/85 TC 28305             1.00 HR          6.39                                                      6.24
                                      01/17/85 TT 74022             9.00 M                              2.16
                                      -------------------------------------------------------------------------------------------------------------
                              100     TOT COST:       14.79, LBR:     1.0 HR         6.39               2.16                                       6.24
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                                LANE COUNTY DEPARTMENT OF PUBLIC WORKS
                                          COST DETAIL REPORT
   RUN 08/20/85                 FOR TRANSACTION DATES  5/07/84 THRU  7/03/85                              PAGE    4

                             ********* TRANSACTION DETAIL *********      ************* ACTUAL COSTS *************        OVERHEAD COSTS
  ACCT   DIV    SEC    FUNC    DATE  TYPE NUMBER  MAT-CODE  QUAN UM       LABOR   MATERIAL   EQUIPMNT    GENERAL      ADMIN        OPER

  80303  91     60     215   FUNCTION:  RESEARCH - CIP PROJECTS
                             04/26/85 TC 72150               .50 HR        5.32                                                     5.20
                             -------------------------------------------------------------------------------------------------------
                       215   TOT COST:      10.52, LBR:       .5 HR        5.32                                                     5.20

                       216   FUNCTION:  DRAFTING-CONSTRUCTION DRAWINGS
                             03/28/85 TC 60215              3.00 HR       31.95                                                    31.22
                             04/03/85 TC 60215              1.00 HR       10.65                                                    10.41
                             04/04/85 TC 60215              2.00 HR       21.30                                                    20.81
                             04/05/85 TC 60215              2.00 HR       21.30                                                    20.81
                             04/26/85 TC 60215              2.00 HR       21.30                                                    20.81
                             04/30/85 TC 60215              1.00 HR       10.65                                                    10.41
                             05/02/85 TC 60215              4.00 HR       42.60                                                    41.62
                             05/03/85 TC 60215              3.00 HR       31.95                                                    31.22
                             05/06/85 TC 60215              3.00 HR       31.95                                                    31.22
                             05/07/85 TC 60215              2.50 HR       26.62                                                    26.01
                             05/08/85 TC 60215              2.00 HR       21.30                                                    20.81
                             05/09/85 TC 60215              2.00 HR       21.30                                                    20.81
                             05/10/85 TC 60215              3.00 HR       31.95                                                    31.22
                             05/13/85 TC 60215              2.00 HR       21.30                                                    20.81
                             05/15/85 TC 60215              3.00 HR       31.95                                                    31.22
                             05/16/85 TC 60215              2.00 HR       21.30                                                    20.81
                             01/23/85 TC 62651              8.00 HR       71.44                                                    69.80
                             01/24/85 TC 62651              8.00 HR       71.44                                                    69.80
                             01/25/85 TC 62651              6.00 HR       53.58                                                    52.35
                             01/30/85 TC 62651              5.00 HR       44.65                                                    43.62
                             02/01/85 TC 62651              8.00 HR       71.44                                                    69.80
                             02/25/85 TC 62651              1.00 HR        8.93                                                     8.72
                             03/19/85 TC 62651              4.00 HR       35.72                                                    34.90
                             05/14/85 TC 62651              8.00 HR       71.44                                                    69.80
                             05/30/85 TC 62651              3.00 HR       26.79                                                    26.17
                             01/24/85 TC 94055              4.00 HR       31.48                                                    30.76
                             01/25/85 TC 94055              2.00 HR       15.74                                                    15.38
                             05/01/85 TC 94055              2.00 HR       16.50                                                    16.12
                             05/02/85 TC 94055              8.00 HR       66.00                                                    64.48
                             05/03/85 TC 94055              8.00 HR       66.00                                                    64.48
                             05/06/85 TC 94055              8.00 HR       66.00                                                    64.48
                             05/07/85 TC 94055              8.00 HR       66.00                                                    64.48
                             05/08/85 TC 94055              6.50 HR       53.62                                                    52.39
                             05/09/85 TC 94055              8.00 HR       66.00                                                    64.48
                             05/10/85 TC 94055              7.00 HR       57.75                                                    56.42
                             05/13/85 TC 94055              8.00 HR       66.00                                                    64.48
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                                ********* TRANSACTION DETAIL *********          ************* ACTUAL COSTS *************        OVERHEAD COSTS
ACCT    DIV    SEC    FUNC       DATE   TYPE NUMBER  MAT-CODE  QUAN UM          LABOR   MATERIAL   EQUIPMNT    GENERAL        ADMIN        OPER

80303   91     60     216       05/17/85 TC 94055              4.00 HR          33.00                                                     32.24
                                05/28/85 TC 94055              4.00 HR          33.00                                                     32.24
                                05/30/85 TC 94055              6.00 HR          49.50                                                     48.36
                                05/31/85 TC 94055              2.00 HR          16.50                                                     16.12
                                ---------------------------------------------------------------------------------------------------------------
                      216       TOT COST:     3079.98, LBR:   174.0 HR        1557.89                                                   1522.09


                      217       FUNCTION:  DESIGN - OTHER
                                01/23/85 TC 27890              1.00 HR          13.10                                                     12.80
                                02/26/85 TC 27890              1.00 HR          13.10                                                     12.80
                                02/28/85 TC 27890              1.00 HR          13.10                                                     12.80
                                03/14/85 TC 27890              1.00 HR          13.10                                                     12.80
                                03/28/85 TC 27890              1.00 HR          13.10                                                     12.80
                                04/01/85 TC 27890              1.00 HR          13.10                                                     12.80
                                04/04/85 TC 27890              1.00 HR          13.10                                                     12.80
                                04/22/85 TC 27890              4.00 HR          52.40                                                     51.19
                                04/23/85 TC 27890              4.00 HR          52.40                                                     51.19
                                04/24/85 TC 27890              2.00 HR          26.20                                                     25.60
                                04/25/85 TC 27890              2.00 HR          26.20                                                     25.60
                                04/26/85 TC 27890              1.00 HR          13.10                                                     12.80
                                04/29/85 TC 27890              7.00 HR          91.70                                                     89.59
                                04/30/85 TC 27890              3.00 HR          39.30                                                     38.40
                                05/01/85 TC 27890              4.00 HR          52.40                                                     51.19
                                05/02/85 TC 27890              2.00 HR          26.20                                                     25.60
                                05/03/85 TC 27890              2.00 HR          26.20                                                     25.60
                                05/06/85 TC 27890              8.00 HR         104.80                                                    102.39
                                05/07/85 TC 27890              8.00 HR         104.80                                                    102.39
                                05/08/85 TC 27890              2.50 HR          32.75                                                     32.00
                                05/09/85 TC 27890              8.00 HR         104.80                                                    102.39
                                05/10/85 TC 27890              7.00 HR          91.70                                                     89.59
                                05/13/85 TC 27890              2.00 HR          26.20                                                     25.60
                                05/14/85 TC 27890              4.00 HR          52.40                                                     51.19
                                05/15/85 TC 27890              1.00 HR          13.10                                                     12.80
                                05/16/85 TC 27890              1.00 HR          13.10                                                     12.80
                                05/30/85 TC 27890              1.00 HR          13.10                                                     12.80
                                01/03/85 TC 60215              1.00 HR          10.65                                                     10.41
                                01/04/85 TC 60215              1.00 HR          10.65                                                     10.41
                                01/07/85 TC 60215              2.00 HR          21.30                                                     20.81
                                01/15/85 TC 60215              2.00 HR          21.30                                                     20.81
                                01/23/85 TC 60215              1.00 HR          10.65                                                     10.41
                                01/24/85 TC 60215              1.00 HR          10.65                                                     10.41
                                02/01/85 TC 60215              2.00 HR          21.30                                                     20.81
                                02/06/85 TC 60215              2.00 HR          21.30                                                     20.81
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| | | | | ********* TRANSACTION DETAIL ********* | | | | | | ************* ACTUAL COSTS ************* | | | | OVERHEAD COSTS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ACCT | DIV | SEC | FUNC | DATE | TYPE | NUMBER | MAT-CODE | QUAN | UM | LABOR | MATERIAL | EQUIPMNT | GENERAL | ADMIN | OPER |
| 80303 | 91 | 60 | 217 | 03/14/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 03/15/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 03/18/85 | TC | 60215 | | 4.00 | HR | 42.60 | | | | | 41.62 |
| | | | | 03/19/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 03/28/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 04/01/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 04/03/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 04/04/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 04/05/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 04/08/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 04/24/85 | TC | 60215 | | 1.00 | HR | 10.65 | | | | | 10.41 |
| | | | | 04/25/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 04/26/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 04/29/85 | TC | 60215 | | 3.50 | HR | 37.27 | | | | | 36.42 |
| | | | | 04/30/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 05/01/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 05/02/85 | TC | 60215 | | 4.00 | HR | 42.60 | | | | | 41.62 |
| | | | | 05/03/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 05/06/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 05/07/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 05/08/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 05/09/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 05/10/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 05/13/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 05/15/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 05/16/85 | TC | 60215 | | 4.00 | HR | 42.60 | | | | | 41.62 |
| | | | | 05/17/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 05/20/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 05/21/85 | TC | 60215 | | 4.00 | HR | 42.60 | | | | | 41.62 |
| | | | | 05/22/85 | TC | 60215 | | 4.00 | HR | 42.60 | | | | | 41.62 |
| | | | | 06/03/85 | TC | 60215 | | 4.00 | HR | 42.60 | | | | | 41.62 |
| | | | | 06/04/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 06/05/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | 217 | TOT COST: 4264.14, LBR: | | | | 184.0 | HR | 2156.82 | | | | | 2107.32 |
| | | | 219 | FUNCTION: SPECIFICATIONS | | | | | | | | | | | |
| | | | | 03/12/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 03/13/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 03/14/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 03/15/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 03/18/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 03/19/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |

## LANE COUNTY DEPARTMENT OF PUBLIC WORKS
## COST DETAIL REPORT

RUN 08/20/85 FOR TRANSACTION DATES 5/07/84 THRU 7/03/85

| | | | | ********* TRANSACTION DETAIL ********* | | | | | | ************ ACTUAL COSTS ************ | | | | OVERHEAD COSTS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ACCT | DIV | SEC | FUNC | DATE | TYPE | NUMBER | MAT-CODE | QUAN | UM | LABOR | MATERIAL | EQUIPMNT | GENERAL | ADMIN | OPER |
| 80303 | 91 | 60 | 219 | 03/21/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 04/08/85 | TC | 39810 | | 2.00 | HR | 31.70 | | | | | 30.97 |
| | | | | 04/09/85 | TC | 39810 | | 2.00 | HR | 31.70 | | | | | 30.97 |
| | | | | 04/10/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 04/11/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 04/17/85 | TC | 39810 | | 3.00 | HR | 47.55 | | | | | 46.46 |
| | | | | 04/18/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 04/22/85 | TC | 39810 | | 2.00 | HR | 31.70 | | | | | 30.97 |
| | | | | 04/23/85 | TC | 39810 | | 2.00 | HR | 31.70 | | | | | 30.97 |
| | | | | 04/24/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 04/25/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 04/26/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 04/29/85 | TC | 39810 | | 2.00 | HR | 31.70 | | | | | 30.97 |
| | | | | 04/30/85 | TC | 39810 | | 2.00 | HR | 31.70 | | | | | 30.97 |
| | | | | 05/01/85 | TC | 39810 | | 2.00 | HR | 31.70 | | | | | 30.97 |
| | | | | 05/02/85 | TC | 39810 | | 2.00 | HR | 31.70 | | | | | 30.97 |
| | | | | 05/06/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 05/07/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 05/09/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 05/10/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.45 |
| | | | | 05/13/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 05/14/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 05/15/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 05/16/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 05/17/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 06/05/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 06/06/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 04/10/85 | TC | 60215 | | 2.50 | HR | 26.62 | | | | | 26.01 |
| | | | | 02/25/85 | TC | 63190 | | 6.00 | HR | 68.82 | | | | | 67.24 |
| | | | | 02/26/85 | TC | 63190 | | 4.00 | HR | 45.88 | | | | | 44.82 |
| | | | | 02/27/85 | TC | 63190 | | 4.00 | HR | 45.88 | | | | | 44.82 |
| | | | | 02/28/85 | TC | 63190 | | 5.00 | HR | 57.35 | | | | | 56.03 |
| | | | | 03/27/85 | TC | 63190 | | 2.00 | HR | 22.94 | | | | | 22.41 |
| | | | | 03/28/85 | TC | 63190 | | 1.00 | HR | 11.47 | | | | | 11.21 |
| | | | | 04/05/85 | RQ | 048997 | 00 | 1.00 | EA | | | | 5.14 | | |
| | | | 219 | TOT COST: | 1904.17, LBR: | | | 67.5 | HR | 960.51 | | | 5.14 | | 938.52 |

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                         L A N E   C O U N T Y   D E P A R T M E N T   O F   P U B L I C   W O R K S
                                              C O S T   D E T A I L   R E P O R T
  RUN 08/20/85                         FOR TRANSACTION DATES   5/07/84 THRU  7/03/85                                    PAGE   8

                                   ********* TRANSACTION DETAIL *********    ************* ACTUAL COSTS *************     OVERHEAD COSTS
  ACCT   DIV    SEC    FUNC        DATE  TYPE NUMBER  MAT-CODE  QUAN UM        LABOR   MATERIAL   EQUIPMNT    GENERAL       ADMIN      OPER

  80303  91     60     240         FUNCTION:  ENGINEERING - NON-COUNTY
                                   12/28/84 CO 004347 00          1.00 EA                                      1386.14
                                   01/25/85 CO 004412 00          1.00 EA                                       556.16
                                   02/08/85 CO 004456 00          1.00 EA                                       198.33
                                   02/22/85 CO 004475 00          1.00 EA                                        90.50
                                   03/22/85 CO 004535 00          1.00 EA                                      2838.73
                                   04/19/85 CO 004592 00          1.00 EA                                      2430.40
                                   05/31/85 CO 004659 00          1.00 EA                                      3083.75
                                   06/30/85 CO 004725 00          1.00 EA                                       129.89
                                   -----------------------------------------------------------------------------------------------------------
                       240         TOT COST:   10713.90                                                       10713.90


                       260         FUNCTION:  PURCHASING - BUDGET
                                   04/03/85 TC 18480              1.00 HR          9.00                                                    8.79
                                   -----------------------------------------------------------------------------------------------------------
                       260         TOT COST:      17.79, LBR:     1.0 HR           9.00                                                    8.79


                       261         FUNCTION:  HORIZONTAL CONTROL & ALIGNMENT
                                   05/06/85 TC 60215              1.00 HR         10.65                                                   10.41
                                   05/08/85 TC 60215              1.00 HR         10.65                                                   10.41
                                   05/09/85 TC 60215              1.00 HR         10.65                                                   10.41
                                   05/10/85 TC 60215              1.00 HR         10.65                                                   10.41
                                   05/13/85 TC 60215              2.00 HR         21.30                                                   20.81
                                   05/15/85 TC 60215              1.00 HR         10.65                                                   10.41
                                   05/16/85 TC 60215              1.00 HR         10.65                                                   10.41
                                   05/17/85 TC 60215              3.00 HR         31.95                                                   31.22
                                   05/20/85 TC 60215              4.00 HR         42.60                                                   41.62
                                   05/21/85 TC 60215              2.00 HR         21.30                                                   20.81
                                   -----------------------------------------------------------------------------------------------------------
                       261         TOT COST:     357.97, LBR:    17.0 HR         181.05                                                  176.92


                       262         FUNCTION:  GRADE & SUPERELEVATION DESIGN
                                   01/14/85 TC 60215              1.00 HR         10.65                                                   10.41
                                   01/15/85 TC 60215              2.00 HR         21.30                                                   20.81
                                   03/14/85 TC 60215              2.00 HR         21.30                                                   20.81
                                   03/15/85 TC 60215              3.00 HR         31.95                                                   31.22
                                   03/18/85 TC 60215              4.00 HR         42.60                                                   41.62
                                   03/19/85 TC 60215              3.00 HR         31.95                                                   31.22
                                   04/08/85 TC 60215              1.00 HR         10.65                                                   10.41
                                   04/25/85 TC 60215              2.00 HR         21.30                                                   20.81
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# LANE COUNTY DEPARTMENT OF PUBLIC WORKS
## COST DETAIL REPORT

RUN 08/20/85

FOR TRANSACTION DATES 5/07/84 THRU 7/03/85

| | | | | ********* TRANSACTION DETAIL ********* | | | | | | ************* ACTUAL COSTS ************* | | | | OVERHEAD COSTS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ACCT | DIV | SEC | FUNC | DATE | TYPE | NUMBER | MAT-CODE | QUAN | UM | LABOR | MATERIAL | EQUIPMNT | GENERAL | ADMIN | OPER |
| 80303 | 91 | 60 | 262 | 04/26/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 04/29/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 05/03/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 05/06/85 | TC | 60215 | | 1.00 | HR | 10.65 | | | | | 10.41 |
| | | | | 05/09/85 | TC | 60215 | | 1.00 | HR | 10.65 | | | | | 10.41 |
| | | | | 05/10/85 | TC | 60215 | | 1.00 | HR | 10.65 | | | | | 10.41 |
| | | | | 05/13/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 05/15/85 | TC | 60215 | | 1.00 | HR | 10.65 | | | | | 10.41 |
| | | | | 05/17/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 05/21/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 05/22/85 | TC | 60215 | | 4.00 | HR | 42.60 | | | | | 41.62 |
| | | | | 05/23/85 | TC | 60215 | | 6.50 | HR | 69.22 | | | | | 67.63 |
| | | | | 05/24/85 | TC | 60215 | | 4.00 | HR | 42.60 | | | | | 41.62 |
| | | | | 05/28/85 | TC | 60215 | | 6.50 | HR | 69.22 | | | | | 67.63 |
| | | | | 05/31/85 | TC | 60215 | | 4.00 | HR | 42.60 | | | | | 41.62 |
| | | | | 06/03/85 | TC | 60215 | | 4.00 | HR | 42.60 | | | | | 41.62 |
| | | | | 06/04/85 | TC | 60215 | | 3.00 | HR | 31.95 | | | | | 31.22 |
| | | | | 06/05/85 | TC | 60215 | | 2.00 | HR | 21.30 | | | | | 20.81 |
| | | | | 01/09/85 | TC | 94055 | | 4.00 | HR | 31.48 | | | | | 30.76 |
| | | | | 01/10/85 | TC | 94055 | | 8.00 | HR | 62.96 | | | | | 61.51 |
| | | | | 01/11/85 | TC | 94055 | | 4.00 | HR | 31.48 | | | | | 30.76 |
| | | | | 01/14/85 | TC | 94055 | | 6.50 | HR | 51.15 | | | | | 49.98 |
| | | | | 01/15/85 | TC | 94055 | | 4.00 | HR | 31.48 | | | | | 30.76 |
| | | | | 01/18/85 | TC | 94055 | | 4.00 | HR | 31.48 | | | | | 30.76 |
| | | | 262 | TOT COST: 1906.33, LBR: | | | | 98.5 | HR | 964.22 | | | | | 942.11 |
| | | | 263 | FUNCTION: COORDINATE WITH UTILITIES, ETC | | | | | | | | | | | |
| | | | | 05/20/85 | TC | 39280 | | 1.00 | HR | 13.10 | | | | | 12.80 |
| | | | | 05/07/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 05/14/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 05/15/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 05/16/85 | TC | 39810 | | 1.00 | HR | 15.85 | | | | | 15.49 |
| | | | | 04/18/85 | TC | 60215 | | 1.00 | HR | 10.65 | | | | | 10.41 |
| | | | | 05/16/85 | TC | 60215 | | 1.00 | HR | 10.65 | | | | | 10.41 |
| | | | | 05/20/85 | TC | 60215 | | 1.00 | HR | 10.65 | | | | | 10.41 |
| | | | | 05/20/85 | TT | 74022 | | 16.00 | M | | | 3.84 | | | |
| | | | 263 | TOT COST: 218.28, LBR: | | | | 8.0 | HR | 108.45 | | 3.84 | | | 105.99 |

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                                L A N E   C O U N T Y   D E P A R T M E N T   O F   P U B L I C   W O R K S
                                                    C O S T   D E T A I L   R E P O R T
     RUN 08/20/85                              FOR TRANSACTION DATES   5/07/84 THRU  7/03/85                                   PAGE  10

                                 ********* TRANSACTION DETAIL *********    ************ ACTUAL COSTS ************         OVERHEAD COSTS
   ACCT   DIV    SEC    FUNC       DATE  TYPE NUMBER  MAT-CODE  QUAN UM       LABOR  MATERIAL   EQUIPMNT    GENERAL      ADMIN       OPER

   80303  91     60     264      FUNCTION:  COORDINATE WITH CONSULTANTS
                                   04/01/85 TC 60215            1.00 HR       10.65                                                     10.41
                                   ------------------------------------------------------------------------------------------------------
                        264      TOT COST:        21.06, LBR:     1.0 HR       10.65                                                     10.41

                        265      FUNCTION:  PERMIT APPLICATION
                                   04/26/85 TC 18480            1.00 HR        9.00                                                      8.79
                                   05/20/85 TC 39810            1.00 HR       15.85                                                     15.49
                                   05/21/85 TC 39810            1.00 HR       15.85                                                     15.49
                                   05/22/85 TC 39810            1.00 HR       15.85                                                     15.49
                                   ------------------------------------------------------------------------------------------------------
                        265      TOT COST:       111.81, LBR:     4.0 HR       56.55                                                     55.26

                        269      FUNCTION:  QUANTITY & COST ESTIMATES
                                   01/03/85 TC 60215            3.00 HR       31.95                                                     31.22
                                   01/04/85 TC 60215            2.00 HR       21.30                                                     20.81
                                   01/07/85 TC 60215            2.00 HR       21.30                                                     20.81
                                   01/23/85 TC 60215            2.00 HR       21.30                                                     20.81
                                   01/24/85 TC 60215            1.00 HR       10.65                                                     10.41
                                   02/01/85 TC 60215            2.00 HR       21.30                                                     20.81
                                   04/04/85 TC 60215            2.00 HR       21.30                                                     20.81
                                   04/29/85 TC 60215            2.00 HR       21.30                                                     20.81
                                   ------------------------------------------------------------------------------------------------------
                        269      TOT COST:       336.89, LBR:    16.0 HR      170.40                                                    166.49

                        506      FUNCTION:  LEGAL PREPARATION
                                   04/12/85 TC 18480            3.00 HR       27.00                                                     26.38
                                   04/15/85 TC 18480            2.00 HR       18.00                                                     17.59
                                   04/18/85 TC 18480            2.00 HR       18.00                                                     17.59
                                   04/19/85 TC 18480            1.00 HR        9.00                                                      8.79
                                   ------------------------------------------------------------------------------------------------------
                        506      TOT COST:       142.35, LBR:     8.0 HR       72.00                                                     70.35

                 60      ******* TOT COST:     23625.20, LBR:   602.5 HR     6524.91                    6.00   10719.04               6375.25
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                        L A N E   C O U N T Y   D E P A R T M E N T   O F   P U B L I C   W O R K S
                                                 C O S T   D E T A I L   R E P O R T
  RUN 08/20/85                           FOR TRANSACTION DATES   5/07/84 THRU  7/03/85                              PAGE  11

                               ********* TRANSACTION DETAIL *********     ************ ACTUAL COSTS ************     OVERHEAD COSTS
  ACCT   DIV    SEC    FUNC      DATE  TYPE NUMBER  MAT-CODE  QUAN UM       LABOR   MATERIAL   EQUIPMNT    GENERAL    ADMIN       OPER

  80303  91     70               SECTION:   RIGHT OF WAY
                       702       FUNCTION:  APPRAISAL/REVIEW
                                 02/08/85 TC 59550             1.00 HR      13.19                                                10.00
                                 03/19/85 TC 59550             1.00 HR      13.19                                                10.00
                                 02/08/85 CO 004447 00         1.00 EA                                       375.00
                                 ----------------------------------------------------------------------------------------------------
                       702       TOT COST:      421.38, LBR:    2.0 HR      26.38                            375.00              20.00

                       703       FUNCTION:  NEGOTIATION/ACQUISITION
                                 03/01/85 TC 59550              .50 HR       6.59                                                 5.00
                                 03/05/85 TC 59550             4.00 HR      52.76                                                40.01
                                 03/27/85 TC 59550             1.00 HR      13.19                                                10.00
                                 03/28/85 TC 59550              .50 HR       6.59                                                 5.00
                                 04/02/85 TC 59550             2.00 HR      26.38                                                20.01
                                 04/09/85 TC 59550             1.00 HR      13.19                                                10.00
                                 05/16/85 TC 59550             1.50 HR      19.78                                                15.00
                                 ----------------------------------------------------------------------------------------------------
                       703       TOT COST:      243.50, LBR:   10.5 HR     138.48                                               105.02

                       704       FUNCTION:  ACQUISITION PREPARATION/ADMIN
                                 02/28/85 TC 59550             1.00 HR      13.19                                                10.00
                                 03/01/85 TC 59550             1.00 HR      13.19                                                10.00
                                 03/26/85 TC 59550             2.00 HR      26.38                                                20.01
                                 03/28/85 TC 59550             1.00 HR      13.19                                                10.00
                                 04/01/85 TC 59550             1.00 HR      13.19                                                10.00
                                 04/02/85 TC 59550             2.00 HR      26.38                                                20.01
                                 04/03/85 TC 59550             1.00 HR      13.19                                                10.00
                                 04/09/85 TC 59550             2.50 HR      32.97                                                25.01
                                 04/15/85 TC 59550             1.50 HR      19.78                                                15.00
                                 04/29/85 TC 59550             2.00 HR      26.38                                                20.01
                                 05/03/85 TC 59550             2.00 HR      26.38                                                20.01
                                 05/09/85 TC 59550             2.00 HR      26.38                                                20.01
                                 05/16/85 TC 59550             1.00 HR      13.19                                                10.00
                                 05/20/85 TC 59550             1.50 HR      19.78                                                15.00
                                 ----------------------------------------------------------------------------------------------------
                       704       TOT COST:      498.63, LBR:   21.5 HR     283.57                                               215.06
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                                  L A N E   C O U N T Y   D E P A R T M E N T   O F   P U B L I C   W O R K S
                                                  C O S T   D E T A I L   R E P O R T
    RUN 08/20/85                            FOR TRANSACTION DATES   5/07/84 THRU  7/03/85                               PAGE  12

                                      ********* TRANSACTION DETAIL *********    ************* ACTUAL COSTS *************      OVERHEAD COSTS
  ACCT    DIV     SEC     FUNC          DATE  TYPE NUMBER  MAT-CODE  QUAN UM      LABOR   MATERIAL   EQUIPMNT    GENERAL      ADMIN         OPER

  80303   91      70      705         FUNCTION:  TRAVEL TIME
                                      03/01/85 TC 59550                .50 HR      6.59                                                      5.00
                                      03/27/85 TC 59550                .50 HR      6.59                                                      5.00
                                      03/28/85 TC 59550                .50 HR      6.59                                                      5.00
                                      04/02/85 TC 59550                .50 HR      6.59                                                      5.00
                                      04/03/85 TC 59550                .50 HR      6.59                                                      5.00
                                      04/09/85 TC 59550                .50 HR      6.59                                                      5.00
                                      05/09/85 TC 59550                .50 HR      6.59                                                      5.00
                                      05/16/85 TC 59550                .50 HR      6.59                                                      5.00
                                      03/01/85 TT 75020              12.00 M                            2.88
                                      03/27/85 TT 75020              24.00 M                            5.76
                                      03/28/85 TT 75020              24.00 M                            5.76
                                      04/02/85 TT 75020              28.00 M                            6.72
                                      04/03/85 TT 75020              28.00 M                            6.72
                                      04/09/85 TT 75020              30.00 M                            7.20
                                      05/09/85 TT 75020              21.00 M                            5.04
                                      05/16/85 TT 75020              24.00 M                            5.76
                                      ---------------------------------------------------------------------------------------------------------------
                          705         TOT COST:       138.56, LBR:     4.0 HR     52.72                45.84                                    40.00

                  70      *******     TOT COST:      1302.07, LBR:    38.0 HR    501.15                45.84     375.00                        380.08


                  80                  SECTION:   ENGINEERING ADMINISTRATION
                          101         FUNCTION:  SECRETARIAL
                                      03/04/85 TC 80111               1.00 HR      7.22                                                      7.13
                                      03/05/85 TC 80111                .50 HR      3.61                                                      3.57
                                      03/25/85 TC 80111               6.00 HR     43.32                                                     42.80
                                      03/28/85 TC 80111               2.00 HR     14.44                                                     14.27
                                      04/02/85 TC 80111               1.50 HR     10.83                                                     10.70
                                      05/16/85 TC 80111                .50 HR      3.61                                                      3.57
                                      05/20/85 TC 80111               1.00 HR      7.22                                                      7.13
                                      ---------------------------------------------------------------------------------------------------------------
                          101         TOT COST:       179.42, LBR:    12.5 HR     90.25                                                     89.17

                  80      *******     TOT COST:       179.42, LBR:    12.5 HR     90.25                                                     89.17

          91      **************      TOT COST:     26182.04, LBR:   703.0 HR   7622.89               110.88   11094.04                       7354.23
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                                    ********* TRANSACTION DETAIL *********      ************ ACTUAL COSTS ************        OVERHEAD COSTS
ACCT    DIV    SEC     FUNC        DATE  TYPE NUMBER  MAT-CODE  QUAN UM        LABOR   MATERIAL  EQUIPMNT    GENERAL        ADMIN        OPER

80303   96                         DIVISION:   CONSTRUCTION CONTRACTS
               01                  SECTION:    GENERAL CONSTRUCTION CONTRACTS
                       401         FUNCTION:   MISC CHARGES,STATE-CITY-COUNTY
                                   04/05/85 CO 004573 00          1.00 EA                                        4600.00
                                   06/10/85 CO 004698 00          1.00 EA                                       23300.00
                                   07/03/85 CO 004747 00          1.00 EA                                       10400.00
                                   05/03/85 RQ 049062 00          1.00 EA                                         101.00
                                   03/14/85 IR 010550 00          1.00 EA                                         110.00
                                   ------------------------------------------------------------------------------------------------------------
                       401         TOT COST:   38511.00                                                         38511.00

                       404         FUNCTION:   RIGHT OF WAY
                                   03/22/85 RQ 048949 00          1.00 EA                                         401.00
                                   04/05/85 RQ 048987 00          1.00 EA                                        3206.00
                                   05/17/85 RQ 049077 00          1.00 EA                                         300.00
                                   ------------------------------------------------------------------------------------------------------------
                       404         TOT COST:    3907.00                                                          3907.00

               01      *******     TOT COST:   42418.00                                                         42418.00

        96     ***************     TOT COST:   42418.00                                                         42418.00


80303   ***********************    TOT COST:   68600.04, LBR:   703.0 HR   7622.89               110.88   53512.04                     7354.23



82501                              ACCOUNT:    RICHARDSON ROAD-BUILD BRIDGE
        91                         DIVISION:   ENGINEERING
               24                  SECTION:    CONTRACT ADMINISTRATION
                       020         FUNCTION:   SUPERVISION
                                   02/06/85 TC 39080              2.00 HR      31.70                                                       33.97
                                   02/08/85 TC 39080              3.00 HR      47.55                                                       50.96
                                   02/08/85 TT 80009             70.00 M                              16.80
                                   ------------------------------------------------------------------------------------------------------------
                       020         TOT COST:     180.98, LBR:     5.0 HR      79.25                   16.80                                84.93

               24      *******     TOT COST:     180.98, LBR:     5.0 HR      79.25                   16.80                                84.93
```

N

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10,082<br>7 124 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-22-85 | STATE<br>OREGON<br>COUNTY<br>LANE<br>PROJECT NO.<br>BROS-2000(6) |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

Co. Rd., Marshall Slough (Lone Pine Dr.) Bridge Section

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-5-85 | 0.024 |

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 189,548.00 | $ 151,638.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By ____________________

Manager, Program Section
*(Title)*

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator 7/22/85

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 16, 1985

FEDERAL AID PROJECT NO. BROS-2000(6)

MARSHAL SLOUGH (LONE PINE) BRIDGE SECTION
COUNTY ROAD IN LANE COUNTY

## PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BR. NO. 13424A (Sta. "L" 14+00 to Sta. "L" 19+50)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 7,500.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 1,500.00 |
| Temporary Signs | Sq. Ft. | 400 | 9.00 | 3,600.00 |
| Temporary Barricades | Each | 4 | 75.00 | 300.00 |
| Temporary Guard Rail, Type 2A Reflectorized | Lin. Ft. | 275 | 16.00 | 4,400.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 125 | 25.00 | 3,125.00 |
| Temporary Plastic Safety Markers | Each | 7 | 50.00 | 350.00 |
| Temporary Delineators | Each | 15 | 20.00 | 300.00 |
| Flaggers | Hour | 60 | 12.00 | 720.00 |
| Clearing and Grubbing | Lump Sum | All | Lump Sum | 1,200.00 |
| Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 7,500.00 |
| Embankment in Place | Cu. Yd. | 1,100 | 6.35 | 6,985.00 |
| Detour Removal Excavation | Cu. Yd. | 1,150 | 4.00 | 4,600.00 |
| Finishing Roadbed and Slopes | Lump Sum | All | Lump Sum | 1,500.00 |
| Watering | M-Gal. | 20 | 30.00 | 600.00 |
| 3/4"-0 Aggregate Base | Ton | 460 | 7.20 | 3,312.00 |
| 1-1/2"-0 Aggregate Base | Ton | 780 | 7.20 | 5,616.00 |
| Class "B" or Class "C" Asphalt Concrete | Ton | 185 | 38.85 | 7,187.25 |
| 3/4"-0 Aggregate in Prime Coat | Ton | 15 | 30.00 | 450.00 |
| Asphalt in Prime Coat | Ton | 1.5 | 400.00 | 600.00 |
| Temporary Drainage Structure | Lump Sum | All | Lump Sum | 1,012.00 |
| Guard Rail, Type 2A | Lin. Ft. | 150 | 20.00 | 3,000.00 |
| Guard Rail, Type 3 | Lin. Ft. | 100 | 34.00 | 3,400.00 |
| Guard Rail Anchors, Type 1 | Each | 4 | 350.00 | 1,400.00 |
| Rail End Pieces, Type C | Each | 4 | 80.00 | 320.00 |
| Seed in Place | Lb. | 10 | 25.00 | 250.00 |
| Fertilizer in Place | Lb. | 100 | 2.50 | 250.00 |
| Structure Excavation | Cu. Yd. | 25 | 15.00 | 375.00 |
| Special Wall Backfill | Cu. Yd. | 10 | 12.00 | 120.00 |
| Furnish Pile Driving | | | | |

| | | | | |
|---|---|---|---|---|
| Equipment | Lump Sum | All | Lump Sum | 6,000.00 |
| Furnish HP 10x42 Steel Piling | Lin. Ft. | 240 | 5.00 | 1,200.00 |
| Drive Steel Piles | Lin. Ft. | 240 | 10.00 | 2,400.00 |
| Furnish 14" Prestressed Concrete Piling | Lin. Ft. | 300 | 24.00 | 7,200.00 |
| Drive Prestressed Concrete Piles | Lin. Ft. | 300 | 4.00 | 1,200.00 |
| Structural Concrete, Class 3300 (32 C.Y.) | Lump Sum | All | Lump Sum | 10,000.00 |
| Reinforcement (5,700 lbs.) | Lump Sum | All | Lump Sum | 6,000.00 |
| 4'x40'/45' Prestressed Slabs | Each | 18 | 2,698.91 | 48,580.38 |
| Metal Rail with Tubing | Lin. Ft. | 275 | 38.00 | 10,450.00 |
| | | | | $164,502.63 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,500.00 |
| Roadside Seeding & Mulching, Fertilizing | All Required | 1,000.00 |
| | | $ 2,500.00 |
| | SUBTOTAL | $167,002.63 |
| | Engineering | 22,545.37 |
| | TOTAL | $189,548.00 |

Length of Structure ---------------- 0.024 mile

Federal Funds (80%) ---------------- $151,638.00
County Funds ----------------------- 37,910.00

TOTAL $189,548.00

Group 1: 100%
Contract No. 10,082
Prefix: 220-1917 (P.E.)
Prefix: C10082

Appn Code: 117

RC:pf

July 22, 1985

CON 5

#10,082

Holst Construction Co.
P. O. Box 1049
Oakridge, OR 97463

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,082 for work on the Marshall Slough Bridge Section of Lone Pine Drive in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Employers Insurance of Wausau
Attn: Sue Clark
9400 S. W. Beaverton Highway, Suite 300
Beaverton, OR 97005

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene

**HOLST CONSTRUCTION CO.**
76700 HIGH PRAIRIE RD. PH. 782-2880
P.O. BOX 692 OAKRIDGE, OREGON 97463

June 27, 1985

Robert W, Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Subject: Oregon State Highway
Marshall Slough (Lone Pine Dr. ) Br. Section
Maintenance Road No. 3145 (off - system)
Lane County

Dear Mr. Gormsen:

The Minority Business Enterprise we are useing on this project will be Arrow Bros. Corp., AGC Center, No. 310 9450 SW Commerce Circle, Wilsonville, OR 97070.

A list of their items are as follows:

| | |
|---|---|
| 5. Temporary Guardrail Type 2 Reflectorized | $4,950.00 |
| 6. Temporary Concrete Barrier Reflectorized | $2,500.00 |
| 22, Guardrail Type 2A | 3,000.00 |
| 23. Guardrail Type 3 | 3,400.00 |
| 24, Guardrail Anchor Type 1 | 1,400.00 |
| 25. Rail End Pcs., Tu½e C | 320.00 |
| | $15,570.00 |

Yours very truly,

Effie Holst

Effie Holst.

RECEIVED
JUL 2 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

July 3, 1985 PRO

John Goodson
Director of Public Works
3040 North Delta
Eugene, OR 97401

Subject: Marshall Slough (Lone Pine Ave.) Bridge
Project No. BROS-2000(6)
Lane County

On June 27, 1985 the State Highway Division received a satisfactory bid from Holst Construction Co., P.O. Box 1049, Oakridge, Oregon 97463 on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8357 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction costs as computed below:

| | | |
|---|---|---|
| Contractor's Bid | | $164,502.63 |
| Anticipated Items | | 2,500.00 |
| SUBTOTAL | | $167,002.63 |
| Contingencies (4-1/2%) | | 7,515.12 |
| Engineering (9%) | | 15,030.24 |
| Total Construction Cost | | $189,547.99 |
| Estimated P.E. | | 2,000.00 |
| Less Federal Funds (80%) | | (153,238.39) |
| P.E. | (4,600.00) | |
| Construction (65%) | (23,300.00) | (27,900.00) |
| County's Remaining Balance Due | | $ 10,409.60 |
| ADVANCE DEPOSIT ROUNDED | | $ 10,400.00 |

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $10,400 by July 19, 1985. You may use one of the three options for payment described in the attachments.

LGIP,
Received
7-16-85
MKS

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bcc: w/AD #85-70 Jack Ayres, Region 3
Vern Skoog - Please return completed AD #85-70 when advance deposit is received.

13,052

June 10, 1985

PRO

John Goodson
Director of Public Work
3040 North Delta
Eugene, OR 97401

Dear Mr. Goodson:

Subject: Marshall Slough (Lone Pine Avenue) Bridge
Lane County
Project No. BROS-2000(6)

On June 27, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8357 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below.

| | |
|---|---|
| Estimated Total Construction Cost | $178,900.00 |
| Less Federal Funds (80%) | (143,120.00) |
| COUNTY'S SHARE (20%) | $ 35,780.00 |
| 65% OF COUNTY'S SHARE & ADVANCE DEPOSIT | $ 23,300.00 |

We will award the contract when we receive your advance deposit in the amount of $23,300.00 and DBE/WBE goals are met. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

LGIP
RECEIVED
6-26-85
MKS

MKS:me
Attachment
bc: w/AD #85-61 Jack Ayres, Region 3
Vern Skoog - Please return completed AD #85-61 when advance deposit is received.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BROS-2000(6)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
50191

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO
Potter
FOR
Info | Invest | R/D | M/R | Sign | Act | File

Orig to
6/12

7. DATE AUTHORIZATION EFFECTIVE
June 5, 1985

8. FEDERAL ROUTE NUMBER
Non Federal-aid

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Marshall Slough (Lone Pine Dr.) Br #39C314000-00032

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-3-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $180,000, Federal Funds $144,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5-23-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your letter of March 28, 1984.

14. DATE
6/7/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K.

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]

[illegible]

Section *Marshall Slough (Lone Pine Drive) Bridge* Programming Estimate $

Highway *Lone Pine Drive* Project Length *0.10 Miles*

County *LANE* Completion Time *NLT Oct. 31, '85*

Kind of Work *Grading, Paving & Structure* Est. Comp. Date *Oct. 31, '85*

Prefix *220-1917* Letting Date *June 27, '85* Project No. *BROS-2000(6)*

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *155,110.00*

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | *1,500* | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Roadside Seeding & Mulching *Fertilizing* | *1,000* | $ *2,500.00* |
| Asphalt Cement Adjustment | | |
| On the Job Trainees ($0.80 x ___ hrs.) | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| "OPTICOM" Testing | | |
| Bikeway Signs | | |
| Bikeway Striping & Legend | | |

Adjust Utilities:

| | | |
|---|---|---|
| Subtotal | | $ *157,610.00* |
| Contingencies (4-1/2%) | | *7,092.45* |
| Engineering (8, [✓ 9], 10%) | | *14,184.90* |
| ~~Subtotal~~ | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ *178,887.35* |

APPROVED

*5/31/85*
*2:27 [illegible]*

Road Design Engineer

Rev. 11/81

## Marshall Slough (Lone Pine Dr.) Bridge Sec.
## Grading, Paving and Structure

### BID SCHEDULE

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 1. | Mobilization | Lump Sum | All | Lump Sum | $ 9,000.00 |
| 2. | Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 2,000.00 |
| 3. | Temporary Signs | Sq.Ft. | 400 | $ 6.– | 2,400.00 |
| 4. | Temporary Barricades | Each | 4 | 200.– | 800.00 |
| 5. | Temporary Guard Rail, Type 2A Reflectorized | Lin.Ft. | 275 | 10.– | 2,750.00 |
| 6. | Temporary Concrete Barriers, Reflectorized | Lin.Ft. | 125 | 12.– | 1,500.00 |
| 7. | Temporary Plastic Safety Markers | Each | 7 | 30.– | 210.00 |
| 8. | Temporary Delineators | Each | 15 | 8.– | 120.00 |
| 9. | Flaggers | Hour | 60 | 15.– | 900.00 |
|  | **ROADWORK** |  |  |  |  |
| 10. | Clearing and Grubbing | Lump Sum | All | Lump Sum | 3,000.00 |
| 11. | Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 3,000.00 |

Marshall Slough (Lone Pine Dr.) Bridge Sec.
Grading, Paving and Structure

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 12. | Embankment in Place | Cu.Yd. | 1,100 | $ 6!- | $ 6,600!- |
| 13. | Detour Removal Excavation | Cu.Yd. | 1,150 | 4!- | 4,600!- |
| 14. | Finishing Roadbed and Slopes | Lump Sum | All | Lump Sum | 2,000!- |
| 15. | Watering | M-Gal. | 20 | 10!- | 200!- |
| 16. | 3/4"-0 Aggregate Base | Ton | 460 | 7!- | 3,220!- |
| 17. | 1-1/2"-0 Aggregate Base | Ton | 780 | 7!- | 5,460!- |
| 18. | Class "B" or Class "C" Asphalt Concrete | Ton | 185 | 40!- | 7,400!- |
| 19. | 3/4"-0 Aggregate in Prime Coat | Ton | 15 | 12!- | 180!- |
| 20. | Asphalt in Prime Coat | Ton | 1.5 | 200!- | 300!- |
| 21. | Temporary Drainage Structure | Lump Sum | All | Lump Sum | 1,000!- |
| 22. | Guard Rail, Type 2A | Lin.Ft. | 150 | 15!- | 2,250!- |
| 23. | Guard Rail, Type 3 | Lin.Ft. | 100 | 25!- | 2,500!- |
| 24. | Guard Rail Anchors, Type 1 | Each | 4 | 300!- | 1,200!- |
| 25. | Rail End Pieces, Type C | Each | 4 | 100!- | 400!- |
| 26. | Seed in Place | Lb. | 10 | 8!- | 80!- |
| 27. | Fertilizer in Place | Lb. | 100 | 1!- | 100!- |
|  | **STRUCTURE** |  |  |  |  |
| 28. | Structure Excavation | Cu.Yd. | 25 | 12!- | 300!- |
| 29. | Special Wall Backfill | Cu.Yd. | 10 | 20!- | 200!- |
| 30. | Furnish Pile Driving Equipment | Lump Sum | All | Lump Sum | 10,000!- |

## Marshall Slough (Lone Pine Dr.) Bridge Sec.
## Grading, Paving and Structure

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 31. | Furnish HP 10x42 Steel Piling | Lin.Ft. | 240 | $ 15 ! - | $ 3,600 ! - |
| 32. | Drive Steel Piles | Lin.Ft. | 240 | 1 ! - | 240 ! - |
| 33. | Furnish 14" Prestressed Concrete Piling | Lin.Ft. | 300 | 20 ! - | 6,000 ! - |
| 34. | Drive Prestressed Concrete Piles | Lin.Ft. | 300 | 2 ! - | 600 ! - |
| 35. | (32 C.Y. @ $250)<br>Structural Concrete, Class 3300 | Lump Sum | All | Lump Sum | 8,000 ! - |
| 36. | (5700 lbs @ $0^{\underline{50}}$)<br>Reinforcement | Lump Sum | All | Lump Sum | 2,850 ! - |
| 37. | 4'x40'/45' Prestressed Slabs | Each | 18 | 2,700 ! - | 48,600 ! - |
| 38. | Metal Rail with Tubing | Lin.Ft. | 275 | 42 ! - | 11,550 ! - |

Total Amount of Bid $ ____________________ ! __

10,082

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: May 31, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50191
Project No. BROS-2000(6)
Marshall Slough (Lone Pine Dr.) Bridge Sec.
County Road
Lane County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 23, 1985.

Clearinghouse reviews were previously submitted.

DRH:bkb
Attachments
cc: James J. Gix (Region 3)
Michael Shultz w/attach.
General Files

Budget Bureau No.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

May 31, 1985

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (10) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65<br>Co. Rd. 7.5 mi. NW of Eugene | ADT | PRESENT<br>30 DHV<br>190 | FUTURE (66) (70)<br>---- | YEAR (71) (72)<br>---- | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62<br>Structure | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14 26<br>BROS- | NUMBER 27<br>2000 |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Bridge Replacement (Mandatory 15% Off System) | COUNTY NAME<br>Lane |
| | NAME OF URBAN AREA 17-31<br>--- | ROUTE NO. Z \| FEDERAL-AID Non UM (32) \| STATE Co. Rd. (36) (37) |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUND |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 59 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>X080 | (09) | "Marshall Slough<br>(Lone Pine Dr.)<br>Bridge Sec." | 0.024 | 200,000 | 160,000 | | 40,000 |
| CARD 1 | CODE 1 | PREPARED BY DRH | | | | | PROJECT TOTALS | 0.024 | 200,000 | 160,000 | | 40,000 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | | (10) | (23) (24) | (38) | | |

PROGRAM APPROVAL DATES 2-11-85

REMARKS
Additional Data: Item No. 5
No. BROS-2

Key #02786

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

May 31, 1985

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd. 7.5 mi. NW of Eugene | **ADT** | PRESENT<br>30 DHV<br>190 | FUTURE<br>---- | YEAR<br>---- | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>117 |
| ITEM NO.<br>50191 | | | | | | | | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROPOSED WORK (35 typewriter<br>ucture | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S)<br>BROS- | NUMBER<br>2000 | SEQ. NO.<br>(6) | 1 Projects Only POST MI. | DESIG. |

L FUNDS
Bridge Replacement (Mandatory 15% Off System)

REA
---

COUNTY NAME: Lane
CODE: 039

ROUTE NO. Z
FEDERAL-AID: Non UM
STATE: Co. Rd.
U.S.: ----

PROGRAM STAGE ☐ 1 OR ☐ 2

| CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|---|
| | **PE** | | | | | | | | |
| | **ROW** | | | | | | | | |
| | **CONST** (CODE)<br>X080 | (09) | "Marshall Slough (Lone Pine Dr.) Bridge Sec." | 0.024 | 200,000 | 160,000 | | 40,000 | |
| ARED BY<br>DRH | | | PROJECT TOTALS | 0.024 | 200,000 | 160,000 | | 40,000 | |

RAM APPROVAL DATES
2-11-85

REMARKS
Additional Data: Item No. 50191; Project No. BROS-2000(5).

-over

Key #02786

USCOMM DUSCOMM-DC 48905-P61

Marshall Slough (Lone Pine Dr.) Bridge Sec.

Remarks continued:

Project Data: Work under this project consists of: 1) construct one reinforced concrete slab span bridge (No. 13424A) 128 ft. in length with roadway width of 24 ft.; 2) remove existing bridge; 3) construct detour as shown on plans; 4) construct approaches requiring grade, drain, and H-T pave to provide two 10 ft. travel lanes with 2 ft. paved shoulders; 5) adjust utilities as required; and 6) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8351 complying with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4 (FHPM 6-6-3-2) was executed 3-22-85.

Note: 1) This project is in Congressional District No. 4.
2) Included in the approved bridge replacement inventory (Br. No. 39C314) list with sufficiency rating of 14.1.

10,[illegible]

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2020

4-24-85

County Lane

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-2000(5) Prefix ________

Project Name Marshal Slough (Lone Pine Ave.) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
MAY 14 1985
REFER TO ____________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

[illegible] AS TO FORM
4/23/85
OFFICE OF [illegible]

Signed at LANE CO., Oregon, this 24 day of APRIL, 1985

County of LANE

for COUNTY ADMINISTRATOR

Certified By:

Regional Right-of-Way Supervisor
Date 4/29/85

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

10,082

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo To The Files

DATE: April 11, 1985

Dorothy J. Upton

FROM: Dorothy J. Upton
Surfacing Design Specialist

SUBJECT: Lone Pine Avenue Bridge #39C314
Lone Pine Avenue
Lane County

The typical sections shown below were proposed as surfacing designs for this section by a consultant.

NEW WORK

| | |
|---|---|
| 2.0" | Asphaltic Concrete - Class "B" |
| 2.0" | Aggregate Leveling (3/4"-0) |
| 10.0" | Aggregate Base (1½"-0) |

DETOUR
Variable Depths

| | |
|---|---|
| 4"-6" | Aggregate Base (3/4"-0) |

I agree that this design is adequate for this project.

cc: F.H.W.A.
Location Field Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
✓ Program Section
Region Federal Aid Specialist

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 1[illegible] 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

125-1387

8
#

10,082 m1

HIGHWAY DIVISION PRO-AGR

Gary A. Potter, Manager
Program Section

April 3, 1985

Ed Marges
Agreement Specialist

MISC. CONTRACTS and
AGREEMENTS No. 10,082

Consultant Agreement
H.B.R. Project
Lone Pine Bridge
Lane County & O.B.E.C.

The attached consultant agreement has received the required pre-award audit evaluation and the external Audit Unit has recommended their approval.

I have reviewed the agreement and found it in order and recommend your concurrence.

Please sign all 3 copies and return them to me for distribution.

EDM:bkb
Attachments
cc: Jack Ayres, Region 3

10,072

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Mr. Wally Palmateer
OBEC
244 Country Club Rd.
Eugene, Oreogn 97401

March 29, 1985

In Reply Refer to
File No.:
PRO

Dear Wally:

Attached is the preliminary and supplemental report review by our Bridge Section for the Lone Pine Avenue Bridge in Lane County and the Lone Tree Bridge in Coos County, respectively.

This is as discussed by phone on March 29, 1985

Cordially,

Jack Ayres
JACK AYRES
Region Federal Aid Specialist

ja/ba
Attach
cc: W. Hart
G. Potter ✓
D. Greene
F. Morrison

**PROGRAM SECTION**
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
APR 01 1985
REFER TO Local Programs
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Form 734-1829

6

STATE OF OREGON

INTEROFFICE MEMO

DES 23
16682

TO: Jack Ayres
Region Federal-Aid Specialist

DATE: March 27, 1985

FROM: Walter J Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Lone Tree Bridge
Coos County
OBEC Supplemental Report
Bridge 16682

The supplemental report for Lone Tree Bridge has been reviewed with the following comments:

Comments on Foundation Design

1) End bearing steel pile appear suitable at both end bents. The piles must be completely covered and protected by backfill.

2) For the interior bent (concrete filled steel pipe pile) how far does the mild steel reinforcement extend below the mudline? Steel pipes (exposed) are sure to corrode in this environment and mild steel reinforcement in the concrete does not appear adequate to provide the necessary moment resistance. Prestressed, reinforced concrete is preferred or other alternates that would insure long term pile performance.

Hydraulic Comments

1) Hydraulics agrees with the comments made by OBEC.

This proposal is acceptable, OBEC may proceed with final design with consideration for foundation comments.

DGH:smd

STATE OF OREGON

INTEROFFICE MEMO

DES 23
13424A

TO: Jack Ayres
Federal-Aid Specialist

DATE: March 26, 1985

FROM: Walter J Hart
Walter J. Hart, P.E.
Bridge Engineer

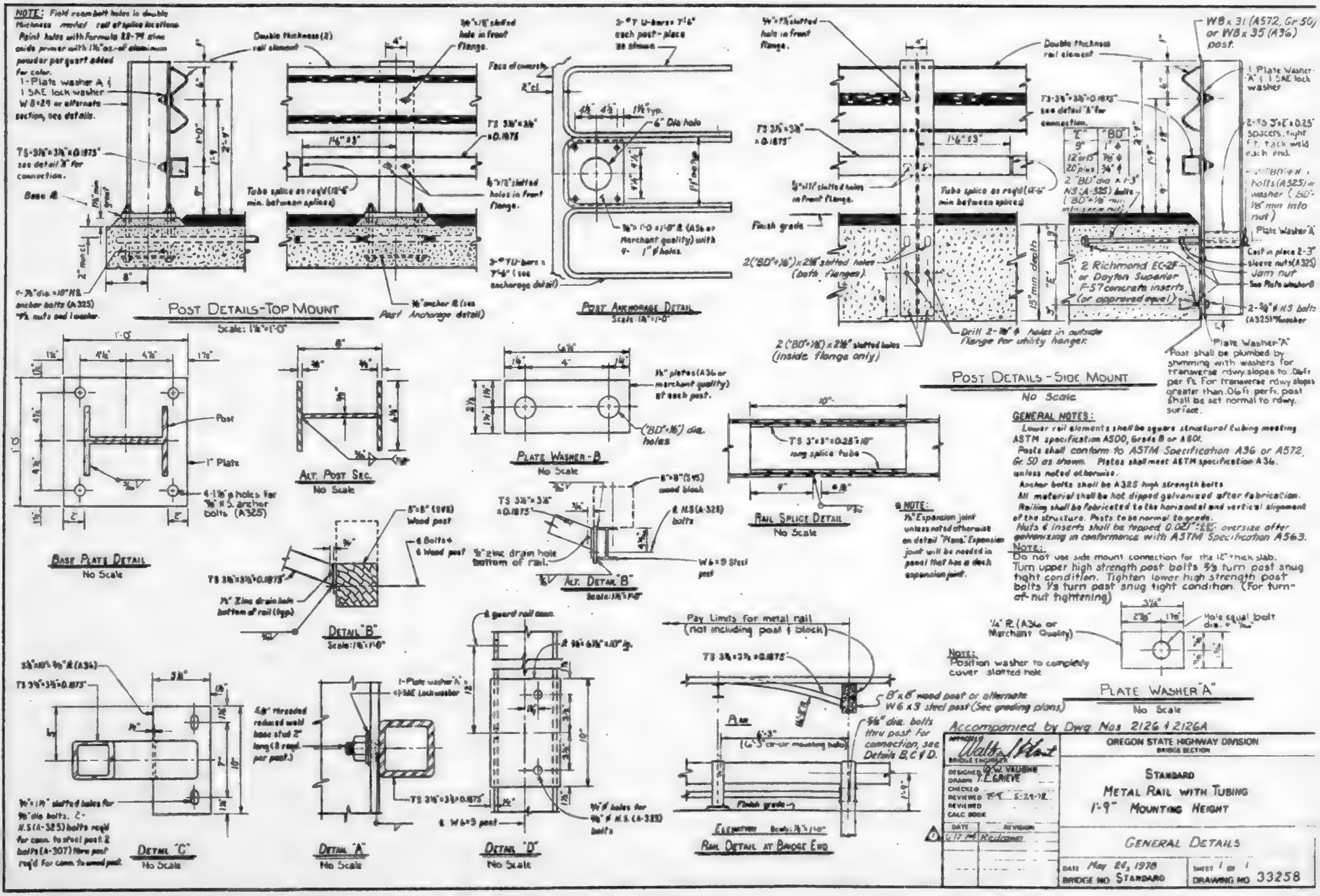
SUBJECT:

Marshal Slough (Lone Pine Ave.) Bridge [illegible]
Lone Pine Ave.
Lane County
Bridge 13424A

The Preliminary Report and Hydraulic Study prepared by OBEC Consulting Engineers for the subject bridge has been reviewed. The proposed bridge design is acceptable except that the railing shown does not appear to meet AASHTO strength requirements. The attached OSHD Drawing 33258 shows a bridge rail that meets these requirements by using two layers of guardrail in conjunction with a lower rail element of structural tubing.

Our Hydraulics Section reports that the proposed structure meets hydraulic requirements. A Foundation Report was not included in the report so our foundation review will be made later.

RLM:smd
Attachment
cc Dave Bryson


Post Details-Top Mount
Scale: 1½"=1'-0"
Post Anchorage Detail
Scale 1½"=1'-0"
Post Details - Side Mount
No Scale
Base Plate Detail
No Scale
Alt. Post Sec.
No Scale
Plate Washer-B
No Scale
Rail Splice Detail
No Scale
Detail "B"
Scale: 1½"=1'-0"
Alt. Detail "B"
Scale: 1½"=1'-0"
Detail "C"
No Scale
Detail "A"
No Scale
Detail "D"
No Scale
Elevation
Rail Detail at Bridge End
Plan
Plate Washer "A"
No Scale
Double thickness (2) rail element
¾"×1½" slotted hole in front flange.
TS 3½"×3½"×0.1875
Tube splice as req'd (12'-6" min. between splices)
W8×31 (A572, Gr 50) or W8×35 (A36) post.
1 Plate Washer "A" & 1 SAE lock washer
2-TS 3"×2"×0.25" spacers, tight fit, tack weld each end.
Plate Washer "A"
Cast in place 2-3" sleeve nuts (A325)
Jam nut
See Plate Washer B
2-¾" ϕ H.S. bolts (A325) & washer
2 Richmond EC-2F or Dayton Superior F-57 concrete inserts, (or approved equal)
Finish grade
Drill 2-⅞" ϕ holes in outside flange for utility hanger.
2("BD"+⅛")×2⅛" slotted holes (inside flange only)
1-Plate washer A & 1 SAE lock washer
W8×24 or alternate section, see details.
TS-3½"×3½"×0.1875" see detail "A" for connection.
Base R
1-⅞" dia.×10" H.S. anchor bolts (A325) w/ nuts and 1 washer.
⅝" anchor R (see Post Anchorage detail)
3-#7 U-bars×7'6" each post-place as shown.
6" Dia hole
TS 3"×3"×0.25"×10" long splice tube
Pay Limits for metal rail (not including post & block)
8"×8" wood post or alternate W6×9 steel post (See grading plans)
⅝" dia. bolts thru post for connection, see Details B, C & D.
1" Plate
Post

NOTE: Field ream bolt holes in double thickness metal rail at splice locations. Paint bolts with Formula 23-74 zinc oxide primer with 1½ oz. of aluminum powder per quart added for color.

Post shall be plumbed by shimming with washers for transverse rdwy. slopes to .06ft per ft. For transverse rdwy slopes greater than .06ft per ft. post shall be set normal to rdwy. surface.

GENERAL NOTES:

Lower rail elements shall be square structural tubing meeting ASTM specification A500, Grade B or A501.

Posts shall conform to ASTM Specification A36 or A572, Gr. 50 as shown. Plates shall meet ASTM specification A36. unless noted otherwise.

Anchor bolts shall be A325 high strength bolts

All material shall be hot dipped galvanized after fabrication.

Railing shall be fabricated to the horizontal and vertical alignment of the structure. Posts to be normal to grade.

Nuts & Inserts shall be tapped 0.021" ±.005 oversize after galvanizing in conformance with ASTM Specification A563.

NOTE:

Do not use side mount connection for the 12" thick slab.

Turn upper high strength post bolts ⅔ turn past snug tight condition. Tighten lower high strength post bolts ⅓ turn past snug tight condition. (For turn-of-nut tightening)

● NOTE:

½" Expansion joint unless noted otherwise on detail "Plans." Expansion joint will be needed in panel that has a deck expansion joint.

¼" R (A36 or Merchant Quality)

Hole equal bolt dia. + 1/16"

NOTE:

Position washer to completely cover slotted hole

Accompanied by Dwg. Nos 2126 & 2126A

APPROVED Walt. J. Hart
BRIDGE ENGINEER
DESIGNED G.W. VAUGHN
DRAWN T.L. GREVE
CHECKED
REVIEWED T.T. 5-29-72
REVIEWED
CALC. BOOK

| DATE | REVISION |
|---|---|
| 6-17-74 | Redrawn |

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

STANDARD
METAL RAIL WITH TUBING
1'-9" MOUNTING HEIGHT

GENERAL DETAILS

DATE May 24, 1970
BRIDGE NO STANDARD
SHEET 1 OF 1
DRAWING NO 33258

[illegible]

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

# INTEROFFICE MEMO

FILE: AGR (x ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: March 18, 1985

FROM: Vernon E. Skoog Vern
Controller

SUBJECT: Pre-Award Evaluation
OBEC Consultant Engineers
Lone Pine Bridge

Your memo dated March 13, 1985 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the construction engineering proposal between OBEC and Lane County. The basis of payment for services rendered is on actual cost plus a fixed fee, with the total not to exceed $20,800.00.

We have evaluated the attached agreement and related documents and determined the agreement is in accordance with federal and state procurement procedures, contract provisions, and cost principles after the following change has been made: Exhibit A page 3, change "Lump Sum Amount" to "Not to Exceed".

Accordingly, we recommend approval of this agreement contingent upon the incorporation of the above change.

VES:KJ:cl

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
MAR 25 1985
REFER TO Maynes
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

3-5

CCN 17-1

Marshall

# OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

BROS-2000(5)

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

## CONCLUSIONS

**APPLICANT:** OREGON DEPARTMENT OF TRANSPORTATION

**PROJECT TITLE:** MARSHALL SLOUGH BRIDGE (LONE PINE AVENUE)

**DATE:** MARCH 5, 1985 LANE COUNTY

The State of Oregon (and local clearinghouses if listed) has reviewed your project and reached the following conclusions:

Lane Council of Governments

☐ No significant conflict with the plans, policies or programs of state or local government have been identified.

☒ Relevant comments of state agencies and/or local governments are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state and/or local government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

---

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG # 20.205

NOTICE TO FEDERAL AGENCY

THE FOLLOWING IS THE OFFICIALLY ASSIGNED STATE IDENTIFIER NUMBER:

**OR 850122-028-2**

IPR #3

Dolores Streeter
Clearinghouse Coordinator

cc:FHWA

Biologist

# OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

INTERGOVERNMENTAL RELATIONS
FEB 25 1985

Lane County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

## STATE AGENCY REVIEW

Project Number OR 850122-028-2 Return Date: MAR 01 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

## PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if necessary.)

If the project would require the removal, fill, or alteration of 50 cubic yards or more of material within the banks of the waterway(s) or wetland area(s), we urge the applicant to apply for state removal or fill permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone: 378-3805.

Thank you for the opportunity to comment on this project.

IPR #2

Phone Number 8-3805

PROGRAM SECTION

March 12, 1985

cc: FHWA
State Highway Engineer
Location Unit
Right-of-Way Section
Road Design Section (2)
Environmental Section
Bridge Section
Aeronautics Division
Fed. Aid Group
Reg. Eng. (3) J.J. Gix*
Dist. Eng. (5) L.R. Asburry

*Inform P.M.

RECEIVED
STATE HWY ENGR
MAR 13 '85
REFER TO
FOR

NOTED
H.S. COULTER

ON 17-1

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2000(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50191

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/15/85

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Marshall Slough (Lone Pine Avenue) Bridge #39C314000-00032

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work TEC $23,200; FF $18,560

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/7/85.

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
2/25

14. DATE 2/21/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

## PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

LANE CO.
Lone Pine Ave.

**SEE INSTRUCTIONS ON REVERSE**

KEY ID# 02786

SECTION Marshall Slough (Lone Pine Ave.) Bridge #39C314

REGION 3

Co.Ro. SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 220-1917

DATE

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 1,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 200 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 100 | 935 SOILS | | 200 |
| 904 CONSULTANT | | 11,600 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 1,500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 200 |
| 906 BRIDGE DESIGN | | 1,500 | 921 SPECIFICATIONS | | 2,500 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 4,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 23,200 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS-2000(5)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction to construct a new Lone Pine Avenue bridge no. 39C314 at M.P. 0.32.

APPROVED BY ST HWY ENGR 12/27/84

| | | | |
|---|---|---|---|
| PREPARED BY<br>Duane Kirby | DATE<br>11-9-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>1/18/85 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>11-14-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>2/15/85 | |

734-1914 (7-82)

February 11, 1985

PRO

John Goodson
Director of Public Works
3040 North Delta
Eugene, OR 97401

Dear Mr. Goodson:

SUBJECT: Marshall Slough (Lone Pine Ave.) Br.
Lane County
Project No. BROS-2000(5)

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8351, the County should submit an advance deposit for its share of the preliminary engineering cost.

| | |
|---|---|
| Estimated P.E. Cost | $23,200 |
| Less Federal Funds (80%) | (18,560) |
| County's Share (20%) | $ 4,640 |
| COUNTY'S SHARE AND ADVANCE DEPOSIT | $ 4,600 |

Please submit your advance deposit in the amount of $4,600 so your consultant may begin work. You may use one of the three options described in the attachments.

#4085
Received
4/23-85
MKS

Very truly yours,

**ORIGINAL SIGNED BY**
**GARY A. POTTER**
Gary A. Potter, Manager
Program Section

MKS:pf
Attachment

bcc w/AD 865-10: Jack Ayres, Region 3
Vern Skoog - Please return completed AD 865-10
when advance deposit is received.

H

10,082 MIKE S

| | |
|---|---|
| TO: Dale E. Wilken<br>Division Administrator<br>Federal Highway Administration<br>Salem, Oregon 97301 | OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION<br>ADDENDUM TO LOCATION PROSPECTUS AND<br>REQUEST FOR FEDERAL AID<br>PRELIMINARY ENGINEERING AUTHORIZATION |

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. FED. | ROUTE NO. STATE |
|---|---|---|---|---|---|
| CR, 7.5 mi. NW of Eugene<br>"Marshall Slough (Lone Pine Ave.) Br. Sec." | 117 | 50191 | BROS-2000(5) | Non | County Rd. |

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40'

Water Development None Recreation & Historical Areas None

County Lane Code 039 Imp. Code 09

A-95 Review:

State Cl. Ho. ........ Exempt___ Date Approved OR 85-122-028-2 In Process

Dist. 5 Cl. Ho. ..... Exempt___ Date Approved________ No Reply___

Project Environmental Class: FHWA Concurrence Dated 1-21-85

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 4.

(2) Included in Nat'l. Br. Inventory No. 39C314000-00032 with SR 14.1.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

| | | |
|---|---|---|
| | TEC NTE | $ 23,200 |
| (80%) | FF | $ 18,560 |
| | STATE | $ --- |
| | Co. | $ 4,640 |

For PR-37:
Field Phase $______
PS&E Phase $______

REMARKS:
Attached are Parts 1, 2 and 4 of the Project Prospectus, and project map.

DDB:bkb Key #02786

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 2-7-85 | ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER | MANAGER, PROGRAM SECTION |

[illegible]

Con 19-1t
Marshall Sl

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 7, 1985

To: Executive Department
Federal-Aid Coordination Unit

**ORIGINAL SIGNED BY**
**GARY A. POTTER**

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

I am submitting one copy of the completed application for federal-aid funding of the following:

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 50191 | BROS-2000(5) | Marshall Slough (Lone Pine Ave.) Br.<br>OR 850122-028-2 |

DDB:bkb
Enc.
cc: Dale E. Wilken, FHWA
✓General Files

GSU FILES

Oregon State Highway Division
Salem, Oregon February 8, 1985

Federal-Aid Project No. BROS-2000(5)

Marshall Slough (Lone Pine Avenue) Bridge
County Road
Lane County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 23,200.00 |
| | | Total | $ 23,200.00 |

Length of Project ------------------ 0.0 mi.

| | |
|---|---|
| Federal Funds (80%) | $ 18,560.00 |
| County Funds | 4,640.00 |
| Total | $ 23,200.00 |

Group 1 100%
Prefix:

DDB:me

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

LANE CO.
Lone Pine Ave.

**SEE INSTRUCTIONS ON REVERSE**

| | |
|---|---|
| KEY ID# | 02786 |
| REGION | 3 |

SECTION Marshall Slough (Lone Pine Ave.) Bridge #39C314

| | | | |
|---|---|---|---|
| Co.Ro. SURVEY AUTHORITY | AUTHORIZATION NO. 1 | PREFIX 220-1917 | DATE |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 1,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 200 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 100 | 935 SOILS | | 200 |
| 904 CONSULTANT | | 11,600 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 1,500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 200 |
| 906 BRIDGE DESIGN | | 1,500 | 921 SPECIFICA-TIONS | | 2,500 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 4,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 23,200 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BROS-2000(5)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction to construct a new Lone Pine Avenue bridge no. 39C314 at M.P. 0.32.

RECEIVED
APR 10 1985
ROAD DESIGN SECTION

1 RDE
2 FDE
LE
SE
4 FPC
2 PDE
LFE
QTE
3 Edwards

BPC
FDS
CAD
Copy All
Return To
B/U ..../..../....

Approved by St Hwy Engr 12/27/84

| | | | |
|---|---|---|---|
| PREPARED BY<br>Duane Kirby | DATE<br>11-9-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>1/18/85 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>11-14-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>2/15/85 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02786

SECTION Marshall Slough (Lone Pine Ave.) Bridge #39C314

REGION 3

| | | | |
|---|---|---|---|
| STATE HIGHWAY # | HIGHWAY NAME<br>Lone Pine Avenue | MILE POST 0.32<br>~~FROM~~ ~~TO~~ | LENGTH |
| ☐ URBAN<br>☒ RURAL | CITY<br>——— | COUNTY<br>Lane | ROAD/STREET NAME<br>Lone Pine Avenue |
| ROUTE # | FEDERAL AID #<br>Off-System | APPLICANT (IF OTHER THAN STATE)<br>Lane County | |

| COST ESTIMATES (000's) | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ 23.2 |
| RIGHT OF WAY | | $ 1.0 |
| ROADWAY | $ 7.3 | |
| STRUCTURES | $ 130.<br>~~146.0~~ | |
| SIGNALS | $ | |
| ILLUMINATION | $ | |
| TEMPORARY PROTECTION | $ 11.7 | |
| Remove Structure | $ 11.0<br>~~7.3~~ | |
| 40% ENGINEERING & CONTINGENCIES | $ 66.0 | |
| TOTAL CONSTRUCTION | | $ ~~238.3~~<br>225. |
| TOTAL ESTIMATE | | $ 262.5 |

| PROJECT DATA | | |
|---|---|---|
| GRADING | (✓) | |
| PAVING | (✓) | |
| STRUCTURES | (✓) | X |
| SIGNING | (✓) | |
| SIGNALS | (✓) | |
| ILLUMINATION | (✓) | |
| | | |
| ENVIRONMENTAL CLASS | (1,2,3) | 2 |
| DESIGN CATEGORY | (1-7) | 7 |
| WORK TYPE | (1-12) | 5 |

| RIGHT OF WAY | | |
|---|---|---|
| FILES | (#) | 2 |
| ACRES | (#) | 0.1 |
| RELOCATIONS | (#) | None |
| **WORK BY STATE/CONSULTANT/APPLICANT** | | |
| PRELIMINARY ENGINEERING | (S,C,A) | C |
| CONSTRUCTION ENGINEERING | (S,C,A) | C |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | A |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | A |

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/85 | RECOMMENDED FUNDING SOURCE<br>HBR - OS | RECOMMENDED PROGRAM YEAR<br>FY 84-85 |

### RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 190 | 190 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | |

DEFINE THE PROBLEM

(see attachment)

RECE[illegible]
DEC 20 [illegible]
LOCATIO

Location

PROPOSED SOLUTION

Replace the existing bridge with a new concrete or steel bridge.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X W. J. [illegible] | DATE<br>11-14-84 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

Project Prospectus
Part One-Project Request - Lone Pine Ave. Bridge

## Define the Problem

Agricultural vehicles and equipment loaded to the legal maximum cannot access agricultural lands because of a weight restriction on a bridge.

## Background Information

The bridge on Lone Pine Avenue, located at M.P. 0.32 is a wooden bridge located in T16S - R04W - S22. The Oregon State bridge identification number is 39C314.

The bridge has a vehicle weight limit of 5-10-15 tons for Type H, Type 3, and Type 3S2 trucks, respectively. The load restriction determination was established in the fall of 1982 by OBEC Consulting Engineers, 244 Country Club Road, Eugene, Oregon 97401. The sufficiency rating for this bridge is 14.1.

Lone Pine Avenue is a dead end road that provides the sole access into land zoned as agricultural resource. A load restricted bridge on this road does have and will continue to have a negative financial impact on the agricultural lands located beyond this bridge, either in the reduction of allowable loads or in the exclusion of certain vehicles altogether.

## PROJECT PROSPECTUS

### PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| Lone Pine Av. | KEY ID # 02786 |
| SECTION Marshall Slough (Lone Pine Ave.) Bridge #39C314 | REGION 3 |

## PROJECT JUSTIFICATION

Project Scheduling - Project has been previously scheduled on Lane County's 5 year Capital Improvement Program.

Sufficiency Rating - Sufficiency rating is 14.1.

Area Accessed - Agricultural resource areas.

Optional Access - None, Lone Pine Avenue is a deadend road providing sole access into these agricultural lands.

Economic Impact - The existing bridge has a load restriction of 5-10-15 tons which places a financial burden on farmers who must bring in supplies in reduced quantities while making more trips. Crop delivery poses a similar problem.

Existing Conditions - Existing roadway approaches on either end of the structure are 18 feet wide. The proposed bridge deck will provide 2 feet shy distance in each direction. Since the area is an agricultural resources area no additional development is expected in the vicinity.

## ADMINISTRATION RECOMMENDATION

# PROJEC PRCSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP Lone Pine Av.

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02786

SECTION Marshall Slough (Lone Pine Ave.) Bridge #39c314

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | A | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | E | STRIPING (PERMANENT) | A | LANDSCAPING | C | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | C | IRRIGATION | N | FLOOD PLAIN | A | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | A | DETOUR | A | BORROW SOURCE | A | CORPS OF ENGINEERS | A | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | E | ILLUMINATION | N | MATERIAL SOURCE | A | COAST GUARD | N * | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | A | RR CROSSING | N | DISPOSAL SITE | A | STATE LANDS | A | SECTION 106 | N |
| VICINITY MAP | A | RR PROTECTION | N | LOCAL AGREEMENT | - | GEOLOGY AND MINERALS | A | NOISE STUDY | N |
| SOILS INVESTIGATION | C | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | A | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) | NEW (#) |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 3 | | | |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | A | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | N |

UTILITIES A (LIST BELOW)

COMPANIES

Pacific Northwest Bell

Emerald Peoples Utility District

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| - | - | - | - | - | - | - | 9.5 | 0 | 9.5 | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | 12 | 0 | 12 | - | - | - | - | - | - | - |

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 135 | 24 | 130.000<br>- 262,500 | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date 1-16-85

734-1912 (7-82)

## PROJECT PROSPECTUS
### PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION MARSHALL SLOUGH (LONE PINE AVE) BR. #39C314
~~LONE PINE AVENUE BRIDGE NO. 39C314~~

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

Minimal--Right-of-way sought is two strips of land each approximately 150 feet plus long by 10 foot wide adjacent to the bridge and its approaches.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This project is a replacement of an existing bridge that accesses land zoned for agricultural purposes. A new bridge allowing maximum legal loads will promote the economic use of this land.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on traffic volumes or flow patterns is foreseen. Agriculturally zoned land adjacent to project restricts urban development.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No negative impacts are projected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Not applicable.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

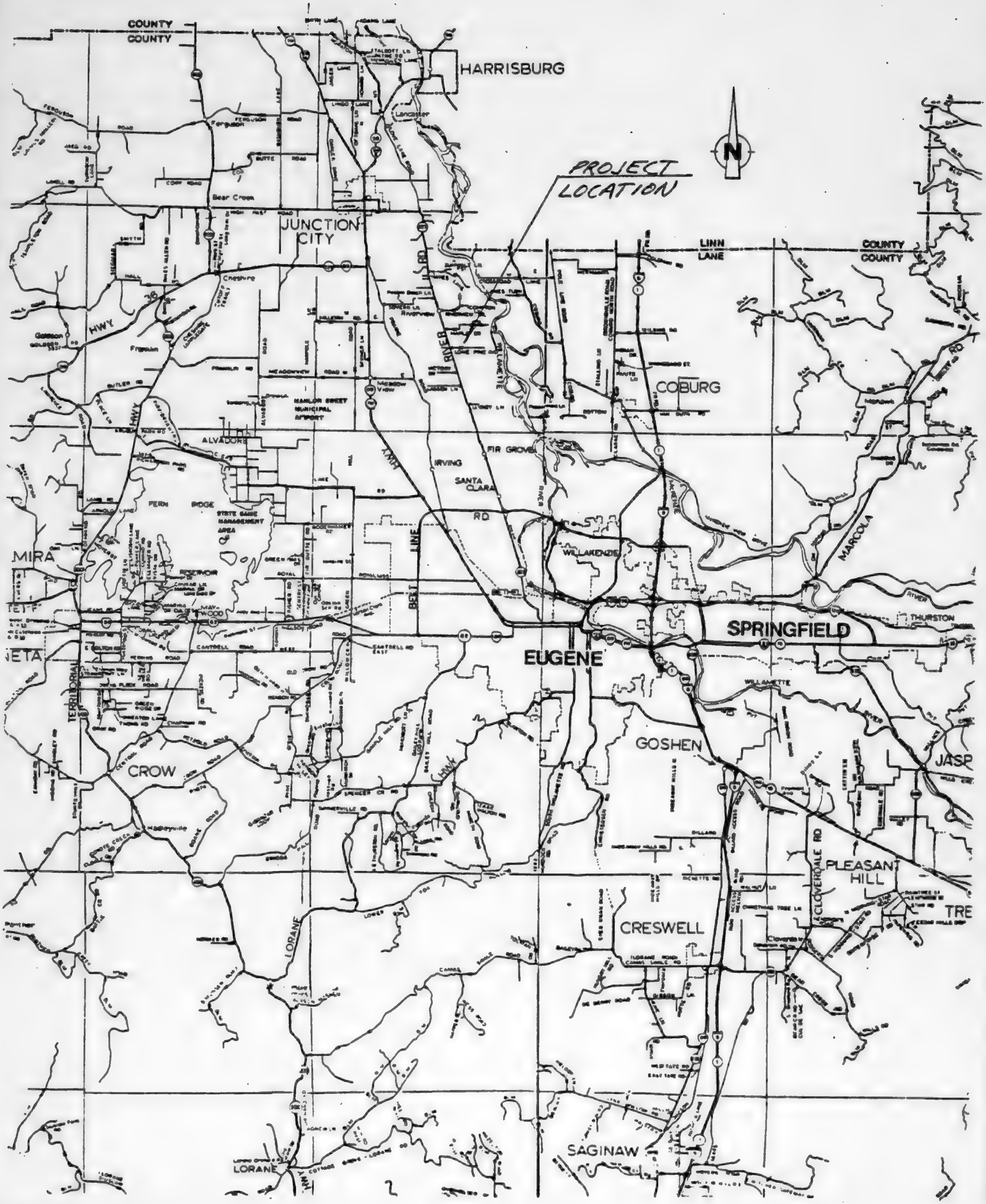
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a bridge replacement requiring minimal right-of-way and without potential for significant impact.

OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X Oliver Snowden | | [illegible] 21 [illegible] |


COUNTY
COUNTY
HARRISBURG
N
PROJECT LOCATION
JUNCTION CITY
LINN
LANE
COUNTY
COUNTY
Lancaster
Bear Creek
Cheshire
HWY
COBURG
ALVADORE
IRVING
SANTA CLARA
FIR GROVE
RIVER RD
BELT LINE RD
FERN RIDGE
STATE GAME MANAGEMENT AREA
WILLAKENZIE
MARCOLA
MIRA
NETA
TERRITORIAL
BETHEL
EUGENE
SPRINGFIELD
THURSTON
WILLAMETTE
RIVER
GOSHEN
JASP
CROW
PLEASANT HILL
CLOVERDALE RD
TRE
LORANE
CRESWELL
SAGINAW
LORANE
HWY

CON [illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: January 17, 1985

To: Executive Department
Federal-Aid Coordination Unit

Lane Council of Governments
125 8th Avenue East
Eugene, OR 97401

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 5
Section: Marshall Slough Bridge Section
Highway: Lone Pine Avenue
County: Lane

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be March 7, 1985.

JLG:me
Attachments
bc: D.E. Wilken, FHWA
R.N. Bothman
R.C. Pool
J.B. Boyd (2)
✓D.O. Christensen (3)
Cam Gilmour
W.J. Hart
Reg. 3 Engr.: Jim Gix
Dis. 5 Maint. Supervisor: Larry Asbury
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
JAN 21 1985
ROAD DESIGN SECTION

..... RDE .....
cy FDE .....
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1 Strauss

Form 734-3122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only — 1-8] PNRS # — Page One

02 — 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 — 12] APPLICANT ADDRESS STREET [45: Transportation Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: Gary Potter — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Marshall Slough Bridge Section

11 — 12] PROJECT LOCATION—CITY: Lone Pine Avenue — PROJECT LOCATION—COUNTY: Lane — PROJECT LOCATION [79: SEC. 22 T: 16S R: 04W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace obsolete wooded bridge with modern concrete structure. (See attached

06 12] Part 3 of Project Prospectus and location map). [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 209,600 | | - - - | 52,400 | | 262,000 |

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: Jan. 17, 1985

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: March — 43] DAY [44: 7 — 45] YEAR [46: 1985

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 17, 1985*

VI. If project includes state funds (12C), identify agency

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
LONE PINE AVENUE BRIDGE NO. 39C314

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

Minimal--Right-of-way sought is two strips of land each approximately 150 feet plus long by 10 foot wide adjacent to the bridge and its approaches.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This project is a replacement of an existing bridge that accesses land zoned for agricultural purposes. A new bridge allowing maximum legal loads will promote the economic use of this land.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on traffic volumes or flow patterns is foreseen. Agriculturally zoned land adjacent to project restricts urban development.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No negative impacts are projected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Not applicable.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

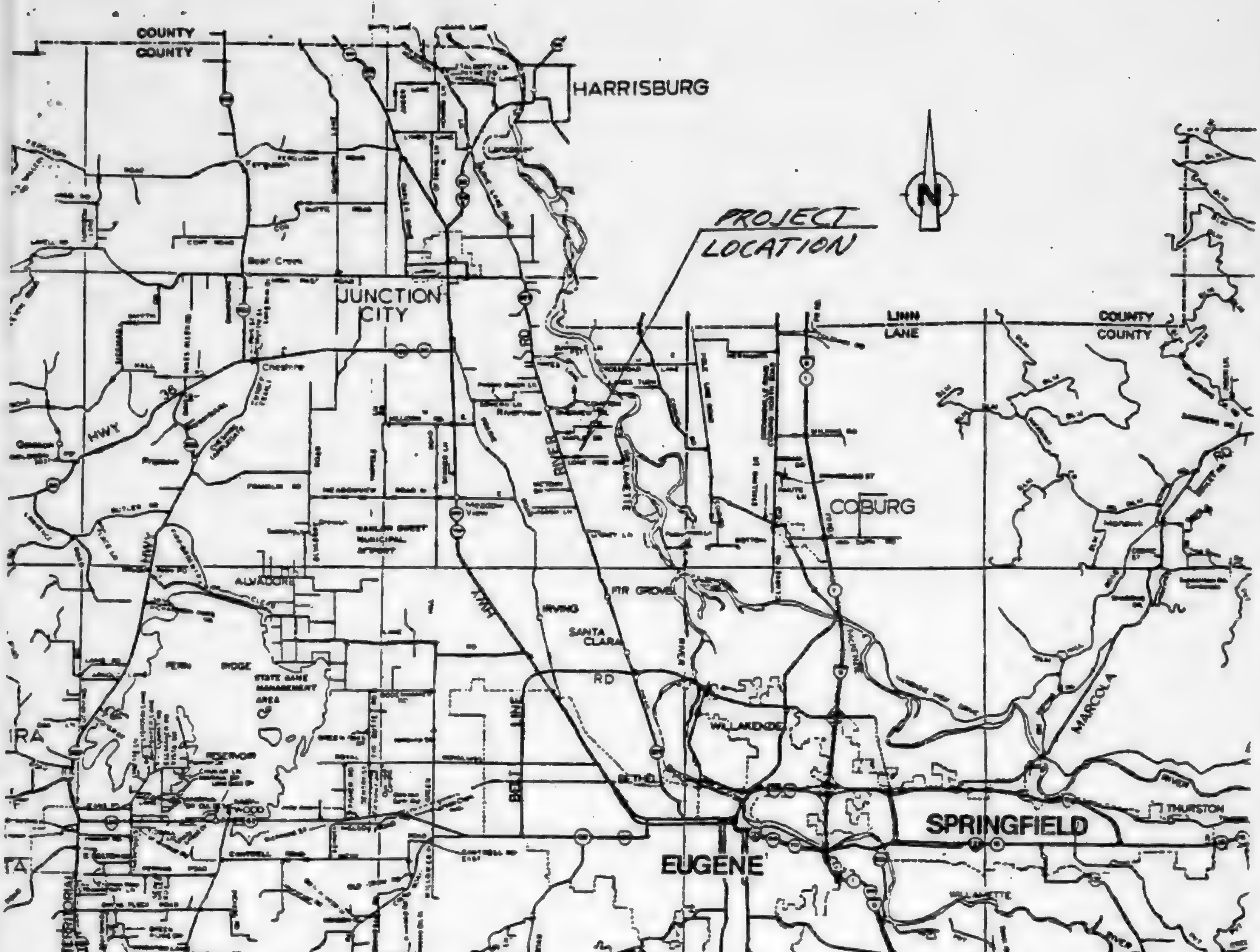
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a bridge replacement requiring minimal right-of-way and without potential for significant impact.

OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X Oliver Snowden | | |


COUNTY
COUNTY
HARRISBURG
PROJECT LOCATION
N
JUNCTION CITY
LINN
LANE
COUNTY
COUNTY
HWY
RIVER
RD
COBURG
ALVADORE
FERN RIDGE
STATE GAME MANAGEMENT AREA
RESERVOIR
MAHLON SWEET MUNICIPAL AIRPORT
IRVING
SANTA CLARA
FIR GROVE
RD
BELT LINE
WILLAKENZIE
MARCOLA
BETHEL
SPRINGFIELD
THURSTON
EUGENE
WILLAMETTE
GOSHEN
CROW
TERRITORIAL
LORANE
JASP
CLOVERDALE RD
PLEASANT HILL
TRE
CRESWELL
SAGINAW
LORANE

10,522

# PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

LANE CO.
Lone Pine Ave.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02786

SECTION Marshall Slough (Lone Pine Ave.) Bridge 12-27-84

REGION 3

Co.Ro. SURVEY AUTHORITY

AUTHORIZATION NO 1

PREFIX

DATE

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ 1,000 | $ | 915 AUDITS | $ -0- | $ | 933 SURFACE DESIGN | $ 200 | $ |
| 902 CITIZEN'S INVOLVEMENT | — | | 916 PHOTO-GRAMMETRY | -0- | | 934 GEOLOGY | -0- | |
| 903 LOCAL GOVERNMENT | — | | 918 LOCATION | 100 | | 935 SOILS | 200 | |
| 904 CONSULTANT | 11,600 | | 919 ENGINEERING GRAPHICS | -0- | | 936 REGION TRAFFIC | — | |
| 905 FINAL DESIGN | 1,500 | | 920 PROGRAM MANAGEMENT | 200 | | 937 HYDRAULICS | 200 | |
| 906 BRIDGE DESIGN | 1,500 | | 921 SPECIFICATIONS | 2,500 | | 938 REGION ENVIRONMENT | — | |
| 907 PRELIMINARY DESIGN | -0- | | 922 ADMIN. SERVICES | 200 | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | -0- | | 923 ENVIRONMENTAL SECTION | -0- | | 950 TRAINING | — | |
| 910 REGION GEOLOGIST | — | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | — | |
| 911 TRAFFIC SECTION | -0- | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | -0- | | 926 FOUNDATION | 4,000 | | 980 PUBLIC HEARING | — | |
| 913 RIGHT-OF-WAY LIAISON | — | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | — | | 932 RAILROAD & UTILITIES | -0- | | | | |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

| | | |
|---|---|---|
| TOTALS | 23,200<br>$ ~~[illegible]~~ | $ |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction to construct a new Lone Pine Avenue bridge no. 39C314 at M.P. 0.32.

1-16-85
ck

APPROVED BY ST HWY ENGR 12/27/84

| | | | |
|---|---|---|---|
| PREPARED BY<br>Duane Kirby | DATE<br>11-9-84 | APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED REGION ENGINEER<br>X | DATE<br>11-14-84 | APPROVED, ASST HIGHWAY ENGINEER FOR TECH SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

# PROJECT PROSPECTUS
## PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02786

SECTION LONE PINE AVE. ~~Lane County~~ Bridge No. 39C314 ~~M.P. 0.32~~

REGION 3

| | | | |
|---|---|---|---|
| STATE HIGHWAY # | HIGHWAY NAME<br>Lone Pine Avenue | MILE POST 0.32<br>~~FROM~~ ~~TO~~ | LENGTH |
| ☐ URBAN<br>☒ RURAL | CITY<br>—— | COUNTY<br>Lane | ROAD/STREET NAME<br>Lone Pine Avenue |
| ROUTE # | FEDERAL AID #<br>Off-System | APPLICANT (IF OTHER THAN STATE)<br>Lane County | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 23.2 | GRADING (✓) | | FILES (#) | 2 |
| RIGHT OF WAY | | $ 1.0 | PAVING (✓) | | ACRES (#) | 0.1 |
| ROADWAY | $ 7.3 | | STRUCTURES (✓) | X | RELOCATIONS (#) | None |
| STRUCTURES | $ 146.0 | | SIGNING (✓) | | WORK BY STATE/CONSULTANT/APPLICANT | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | C |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | C |
| TEMPORARY PROTECTION | $ 11.7 | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | A |
| Remove Structure | $ 7.3 | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | A |
| 40% ENGINEERING & CONTINGENCIES | $ 66.0 | | DESIGN CATEGORY (1-7) | 7 | CONSTRUCTION BY | |
| TOTAL CONSTRUCTION | | $ 238.3 | WORK TYPE (1-12) | 5 | ☒ CONTRACT | ☐ OTHER |
| TOTAL ESTIMATE | | $ 262.5 | | | ☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/85 | RECOMMENDED FUNDING SOURCE<br>HBR-OS | RECOMMENDED PROGRAM YEAR<br>FY 84-85 |

### RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 190 | 190 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | |

DEFINE THE PROBLEM

(see attachment)

Local Prog.

PROPOSED SOLUTION

Replace the existing bridge with a new concrete or steel bridge.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X W. J. [illegible] | DATE<br>11-14-84 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

## GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

## SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

**SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY** and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

**COST ESTIMATES** — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

**PROJECT DATA** — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

**RIGHT OF WAY** — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

**WORK BY** and **CONSTRUCTION BY** are self-explanatory.

**FINANCING/PROGRAMMING** — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

**EXISTING & PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

**DEFINE THE PROBLEM** — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

**PROPOSED SOLUTION** — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

Project Prospectus
Part One-Project Request - Lone Pine Ave. Bridge

## Define the Problem

Agricultural vehicles and equipment loaded to the legal maximum cannot access agricultural lands because of a weight restriction on a bridge.

## Background Information

The bridge on Lone Pine Avenue, located at M.P. 0.32 is a wooden bridge located in T16S - R04W - S22. The Oregon State bridge identification number is 39C314.

The bridge has a vehicle weight limit of 5-10-15 tons for Type H, Type 3, and Type 3S2 trucks, respectively. The load restriction determination was established in the fall of 1982 by OBEC Consulting Engineers, 244 Country Club Road, Eugene, Oregon 97401. The sufficiency rating for this bridge is 14.1.

Lone Pine Avenue is a dead end road that provides the sole access into land zoned as agricultural resource. A load restricted bridge on this road does have and will continue to have a negative financial impact on the agricultural lands located beyond this bridge, either in the reduction of allowable loads or in the exclusion of certain vehicles altogether.

# PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>LONE PINE AVE. ~~Lane County~~ Bridge No. 39C314 ~~M.P. 0.32~~<br>Lone Pine Av. | KEY ID #<br>02786 |
| | REGION<br>3 |

## PROJECT JUSTIFICATION

Project Scheduling - Project has been previously scheduled on Lane County's 5 year Capital Improvement Program.

Sufficiency Rating - Sufficiency rating is 14.1.

Area Accessed - Agricultural resource areas.

Optional Access - None, Lone Pine Avenue is a deadend road providing sole access into these agricultural lands.

Economic Impact - The existing bridge has a load restriction of 5-10-15 tons which places a financial burden on farmers who must bring in supplies in reduced quantities while making more trips. Crop delivery poses a similar problem.

Existing Conditions - Existing roadway approaches on either end of the structure are 18 feet wide. The proposed bridge deck will provide 2 feet shy distance in each direction. Since the area is an agricultural resources area no additional development is expected in the vicinity.

## ADMINISTRATION RECOMMENDATION

## INSTRUCTIONS

**PROJECT JUSTIFICATION**

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

**ADMINISTRATION RECOMMENDATION** will be completed in Salem.

OREGON DEPARTMENT OF TRANSPORTATION

# PROJECT PROSPECTUS

PART 2 — ROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Lone Pine Av.

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02786

SECTION LONE PINE AVE. ~~Lane County~~ Bridge No. 39C314 ~~M.P. 0.32~~

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | A | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | E | STRIPING (PERMANENT) | A | LANDSCAPING | C | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | C | IRRIGATION | N | FLOOD PLAIN | A | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | A | DETOUR | A | BORROW SOURCE | A | CORPS OF ENGINEERS | A | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | E | ILLUMINATION | N | MATERIAL SOURCE | A | COAST GUARD | A | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | A | RR CROSSING | N | DISPOSAL SITE | A | STATE LANDS | A | SECTION 106 | N |
| VICINITY MAP | A | RR PROTECTION | N | LOCAL AGREEMENT | - | GEOLOGY AND MINERALS | A | NOISE STUDY | N |
| SOILS INVESTIGATION | C | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | A | RR ENCROACHMENT | N | ▨ | ▨ | SIGNALS | N | OLD (#) | NEW (#) |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 3 | | | |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | A | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | N |

UTILITIES A (LIST BELOW)

COMPANIES
Pacific Northwest Bell
Emerald Peoples Utility District

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

### EXISTING

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | - | - | - | - | - | - | 9.5 | 0<br>x | 9.5 | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | 12 | 0 | 12 | - | - | - | - | - | - | - |

### PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 135 | 24 | 262,500 | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

734-1912 (7-82)

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

Lone Pine Ave.

KEY ID # 02786

SECTION LONE PINE AVE. ~~Lane County~~ Bridge No. 39C314 ~~M.P. 0.32~~

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

Minimal - Right-of-way sought is two strips of land each approximately 150' + long by 10' wide adjacent to the bridge and its approaches.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This project is a replacement of an existing bridge that accesses land zoned for agricultural purposes. A new bridge allowing maximum legal loads will promote the economic use of this land.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on traffic volumes or flow patterns is foreseen. Agriculturally zoned land adjacent to project restricts urban development.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No negative impacts are projected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Not applicable

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

none

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

| | | |
|---|---|---|
| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
| x Oliver Snowden. | | |

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Lone Pine Ave.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02786

SECTION LONE PINE AVE ~~Lane County~~ Bridge No. 39C314 ~~M.P. 0.32~~

REGION 3

| SURVEY AUTHORITY | AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|---|
| | 1 | | |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ 1,000 | $ | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | — | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | — | | 918 LOCATION | | | 935 SOILS | | |
| 904 CONSULTANT | 11,600 | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | — | |
| 905 FINAL DESIGN | | | 920 PROGRAM MANAGEMENT | | | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | | 938 REGION ENVIRONMENT | — | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | — | |
| 910 REGION GEOLOGIST | — | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | — | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | 4,000 | | 980 PUBLIC HEARING | — | |
| 913 RIGHT-OF-WAY LIAISON | — | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | — | | 932 RAILROAD & UTILITIES | | | | | |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

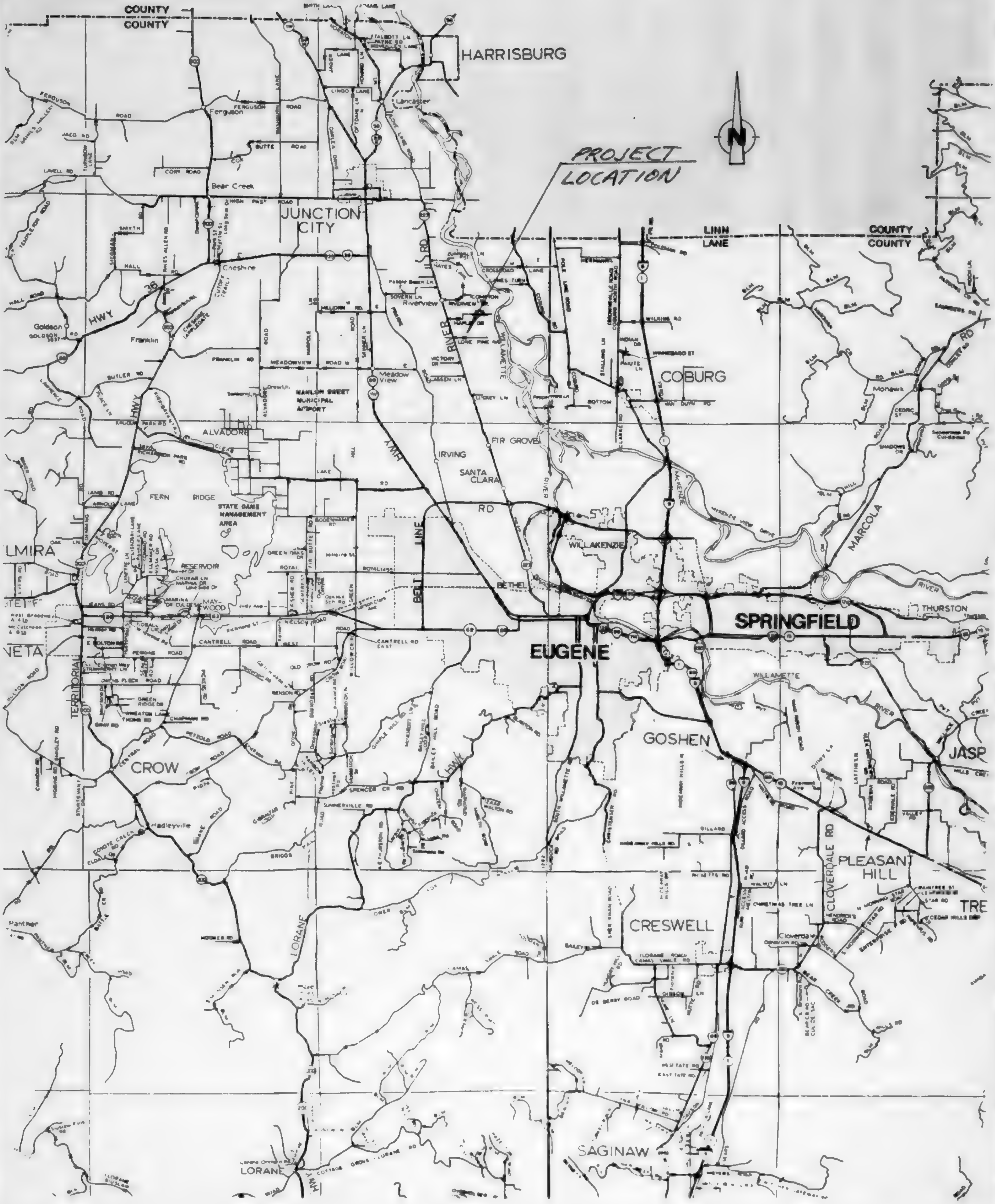
| | | |
|---|---|---|
| TOTALS | $23,200 | $ |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction to construct a new Lone Pine Avenue bridge no. 39C314 at M.P. 0.32.

| | | | |
|---|---|---|---|
| PREPARED BY<br>Duane Kirby | DATE<br>11-9-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, REGION ENGINEER<br>X W.J. | DATE<br>11-14-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7-82)



PROJECT LOCATION

COUNTY
COUNTY
HARRISBURG
N
Lancaster
Ferguson
Bear Creek
JUNCTION CITY
LINN
LANE
COUNTY
COUNTY
Cheshire
HWY 36
Goldson
Franklin
Riverview
Meadow View
MAHLON SWEET MUNICIPAL AIRPORT
COBURG
Mohawk
ALVADORE
FIR GROVE
IRVING
SANTA CLARA
FERN RIDGE
STATE GAME MANAGEMENT AREA
RESERVOIR
WILLAKENZIE
MARCOLA
LMIRA
BETHEL
BELT LINE RD
RIVER RD
WILLAMETTE
RIVER
THURSTON
SPRINGFIELD
EUGENE
MAYWOOD
NETA
TERRITORIAL
GOSHEN
JASP
CROW
Hadleyville
PLEASANT HILL
CLOVERDALE RD
TRE
CRESWELL
Cloverdale
Panther
LORANE
SAGINAW
HWY
LORANE HWY

11,012

## FEDERAL AID PROJECT REQUEST

Date 11/01/84

Applicant Agency Lane County Public Works

Request for: Off-System X , FAS-C ____ , FAUS ____ Project

Federal Aid Route No. - Route Name Lone Pine Ave. (C-3145)

Project Name Bridge No. 39C314 (16-04W-22)

Project Length 135' Bridge plus approaches Project Location (Attach sketch map)

Project Description Replacement of deficient County bridge with new concrete or steel structure

Average Daily Traffic 190 Design Speed 35

Complete Applicable Sections:

### I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18' Travel Lanes 2 Shoulders None

Medians None Parking None

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 1'±

Medians none Parking None

Curbed No Length Curb Radii

Sidewalk/Bikeway None

Remarks Proposed project lies in agricultural surroundings

### II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____

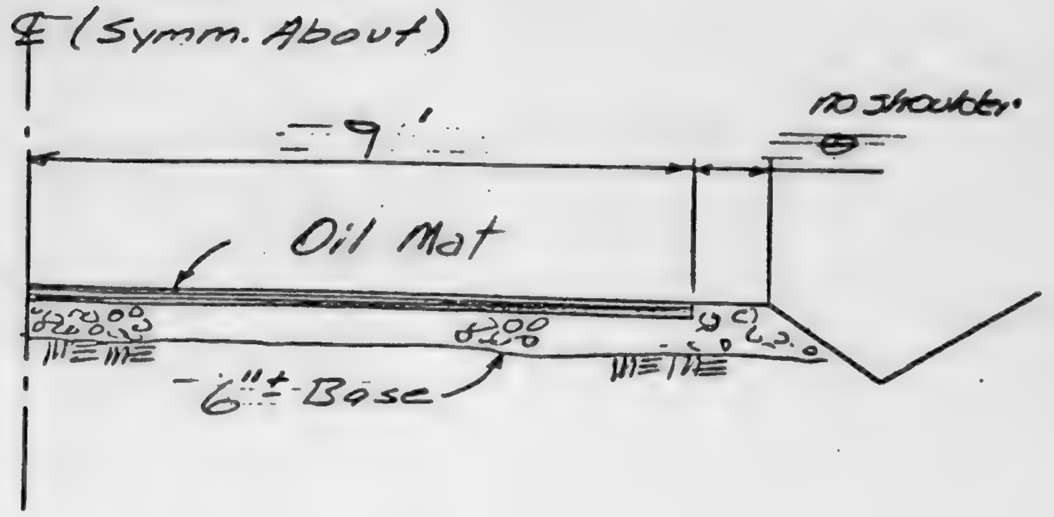
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____

Remarks R/W acquisition to 60' is proposed for the area surrounding the bridge and approaches

### III. TRAFFIC CONTROL DATA

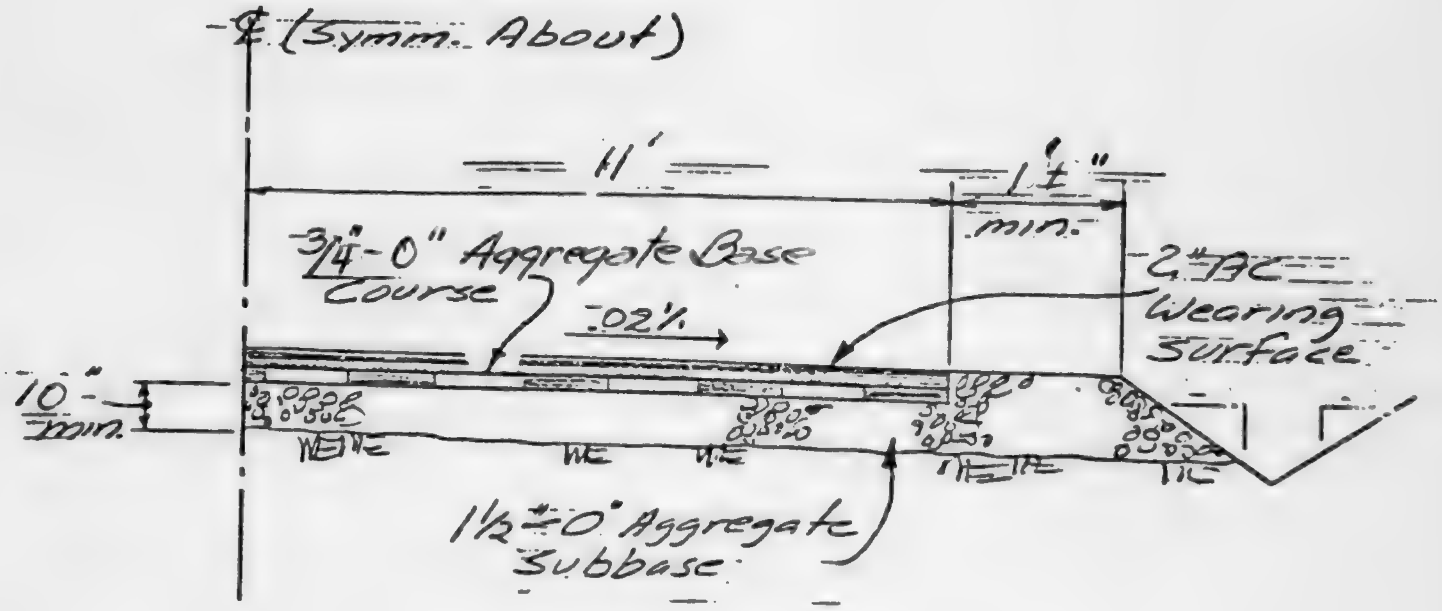
1. Existing Signalization and Location:

None


℄ (Symm. About)
9'
No Shoulder
Oil Mat
6"± Base

## EXISTING ROADWAY

No Scale


℄ (Symm. About)
11'
1'±
min.
3/4"-0" Aggregate Base Course
.02%
2" AC Wearing Surface
10"
min.
1½"-0" Aggregate Subbase

## NEW ROADWAY

No Scale

LONE PINE AVE - BRIDGE APPROACH

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Applicant

4. **Permanent Striping:**

Include in project or by applicant? Applicant

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

## V. STRUCTURE DATA

1. **Existing Structure:**

Location Approximately 4 miles north of Eugene, Oregon

Type Wood superstructure on wood caps and piles

Approach Roadway Width 18' Shoulder Width none

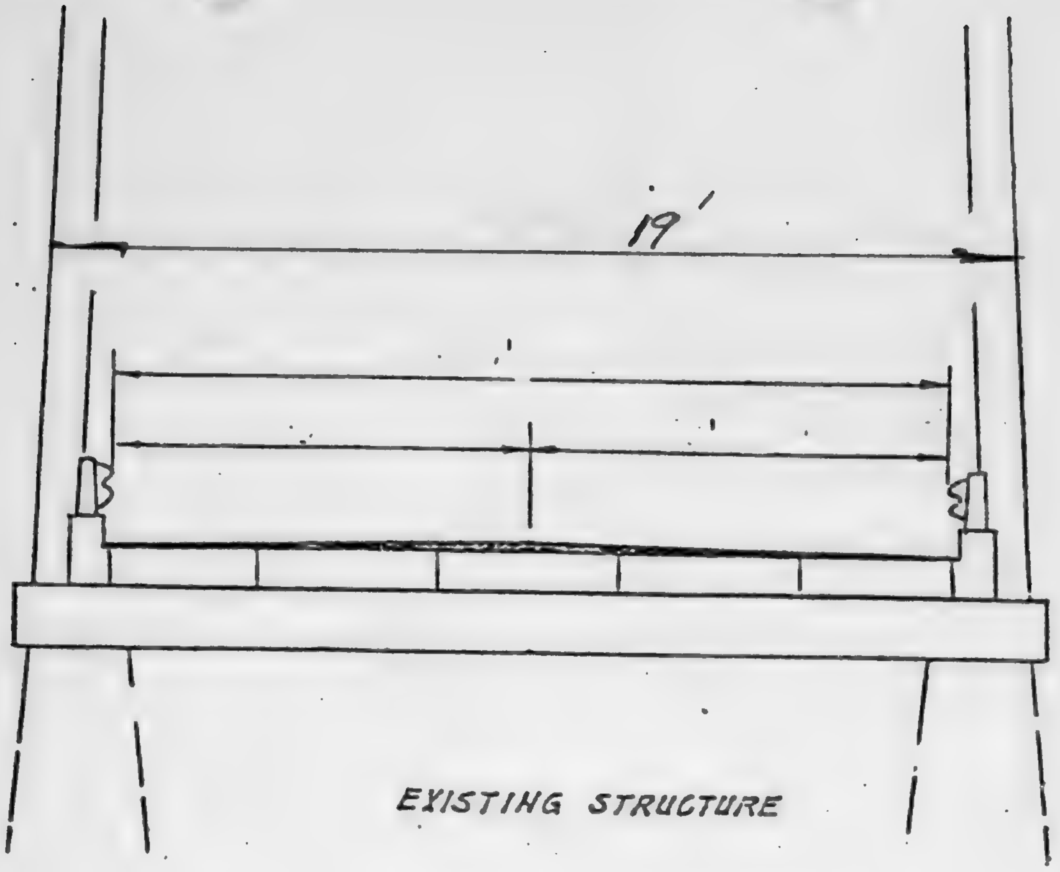
Length 133' Width 19'

To remain in place? No

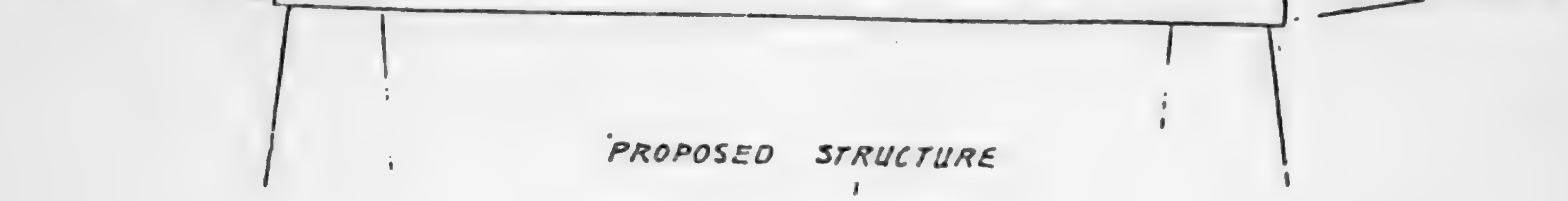
2. **Proposed Structure:**

Location Same as C.(1) above

Approximate Size: Length 135' Width 24'



EXISTING STRUCTURE


24'
ROADWAY
1'±
SHOULDER
11'
TRAVEL LANE
℄
11'
TRAVEL LANE
1'±
SHOULDER

PROPOSED STRUCTURE

Note: Final design features may vary
somewhat (guardrail vs railings) etc.

LONE PINE AVE.

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? telephone cable

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ☐ No X

Name of Railroad --

Existing Crossing Protection

2. Will existing railroad crossing be altered? --

Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | John E. Goodson, County Public Works Director Office |
| 2. Environmental | John E. Goodson, County Public Works Director Office |
| 3. Public Hearing | John E. Goodson, County Public Works Director Office |

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State ______ Consultant X

2. Project construction engineering to be performed by:

Applicant________ State________ Consultant X

3. Will applicant perform any work prior to or after award of contract?
Yes X No________
If "yes," describe briefly: Permanent signing and striping

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 7,300 |
| Right-of-way costs (if participating) | 1,000 |
| Traffic control | |
| Illumination | |
| Structures | 146,000 |
| Railroad | |
| Other Temp. protection, structure, removal, 40% | 85,000 |
| Preliminary engineering Engineering and contingencies | 23,200 |
| PROJECT TOTAL | $ 262,500 |

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

________ and/or Lane COUNTY

By________ By Oliver P. Snowden
Oliver P. Snowden, County Engineer

By________ By________

By________

lane county

# MEMORANDUM

TO HBR Project Proposal- Lone Pine Ave. Bridge

FROM Lloyd Holtcamp - Transportation Planner

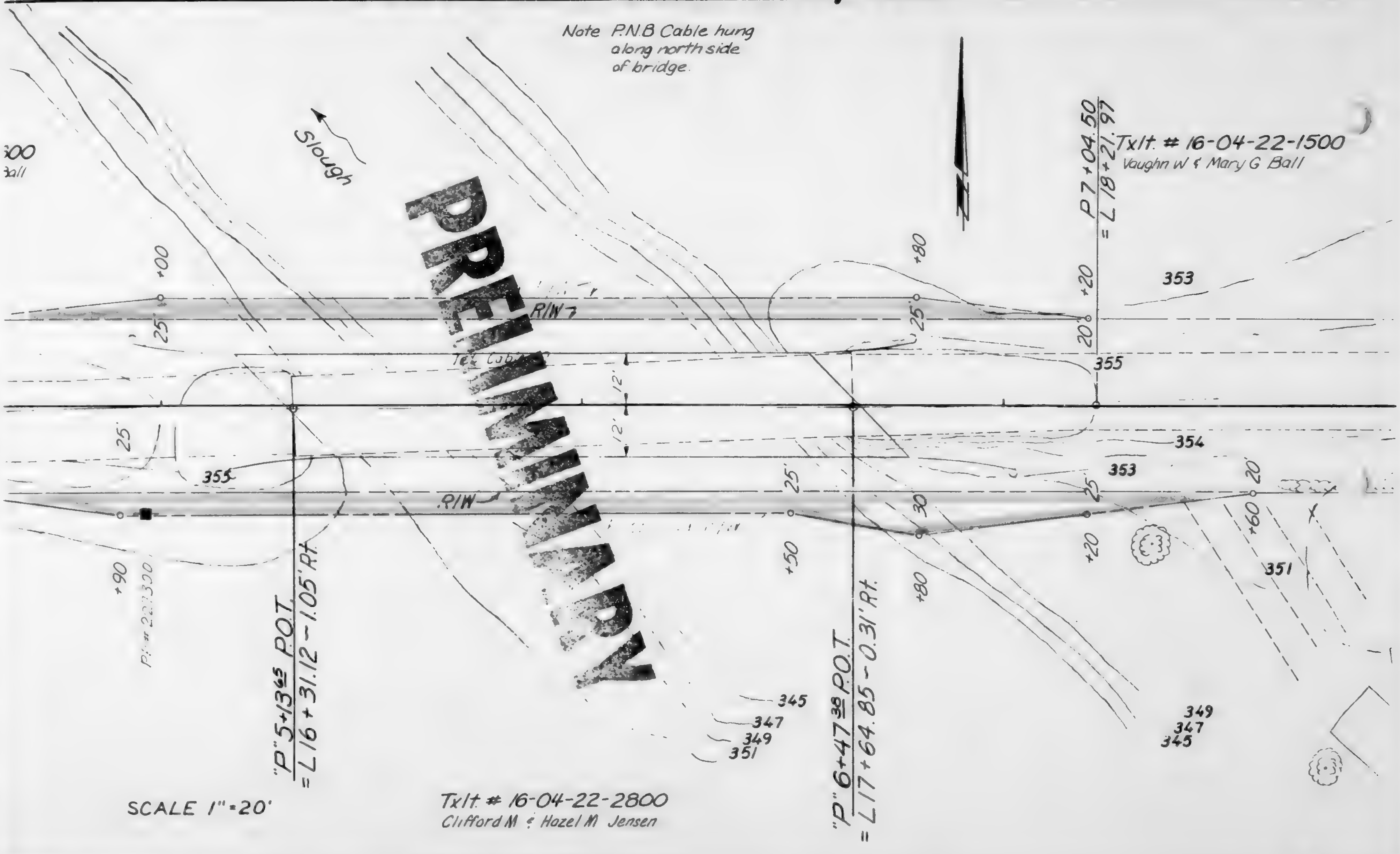
SUBJECT Right- of Way Acquisition DATE October 24,1984

Attached are copies of an Assessor's map, plan drawings, and legal descriptions as they relate to acquisition of right-Of-way for the above referenced project.

This acquisition will involve three taxlots and two owners.

The Lane County contact person for right-of-way acquisition is Tony Lum, (503)-687-4138.

# SEC. 22 T16S R4W, W.M.


Note P.N.B Cable hung along north side of bridge.
Slough
Tx lt. # 16-04-22-1500
Vaughn W & Mary G Ball
P7+04.50
= L18+21.97
"P" 6+47.38 P.O.T.
= L17+64.85 − 0.31' Rt.
"P" 5+13.65 P.O.T.
= L16+31.12 − 1.05' Rt.
Tx lt. # 16-04-22-2800
Clifford M & Hazel M Jensen
R/W
R/W
Tel. Cable
12'
12'
+00
+80
+20
+90
+50
+80
+20
+60
25'
25'
25'
25'
25'
20'
20'
30'
353
355
354
353
355
351
345
347
349
351
349
347
345
P.I. # 22+33.00
300
Ball

PRELIMINARY

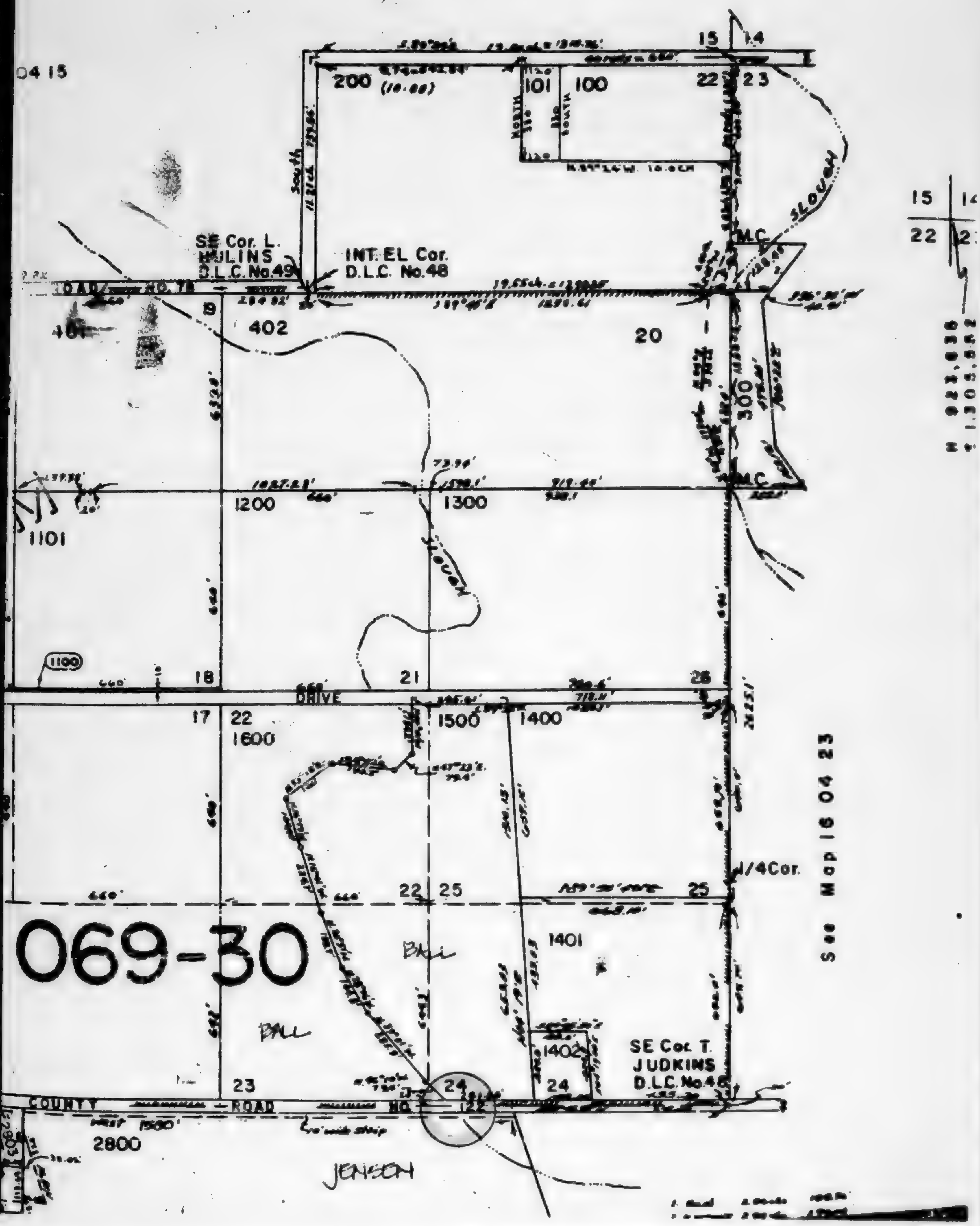
SCALE 1" = 20'

M.

*Lone Pine*

16 04 22

1-3S-22


04 15
15
14
22
23
200
(10.00)
101
100
South
SLOUGH
SE Cor. L. HULINS D.L.C. No.49
INT. EL Cor. D.L.C. No.48
ROAD NO. 78
M.C.
401
B
402
20
1
300
1101
1200
1300
1100
18
21
26
DRIVE
17
22
1600
1500
1400
1/4Cor.
22
25
25
069-30
BALL
1401
1402
SE Cor. T. JUDKINS D.L.C. No.46
23
24
24
COUNTY ROAD NO. 122
2800
JENSEN
See Map 16 04 23
15
14
22
23

# BARGAIN AND SALE DEED

hereinafter called GRANTOR(s), convey to LANE COUNTY, a political subdivision of the State of Oregon, hereinafter called GRANTEE, all that real property situated in Lane County, State of Oregon, described as:

A parcel of land lying in the Northeast one-quarter of the Southeast one-quarter (NE 1/4, SE 1/4) of Section 22, Township 16 South, Range 4 West, of the Willamette Meridian, Lane County, Oregon, and being a portion of that tract of land conveyed to VAUGHN W. BALL and MARY G. BALL, husband and wife, by that certain deed recorded July 20, 1967, on Reel 355, Recorder's Reception Number 92224, LANE COUNTY OREGON DEED RECORDS; included in a strip of land variable feet in width lying on the Northerly side of the centerline of Lone Pine Avenue, as said road has been resurveyed in 1984; the centerline and widths in feet being described as follows:

Beginning at Engineers' Centerline Station L 15+00.00 POT, said station being 43.04 feet North, and 1,092.27 feet West of the Brass Cap marking the Southeast (SE) corner of the THOS. JUDKINS DONATION LAND CLAIM NO. 48 located in Section 22, Township 16 South, Range 4 West, Willamette Meridian, Lane County, Oregon; run thence South 87° 44' 37" East, 300.0 feet to Engineers' Centerline Station L 18+00.00 POT, and there ending, all in Lane County, Oregon.

The widths in feet of the strip of land referred to are as follows:

| STATION TO STATION | | WIDTH ON NORTH'LY SIDE OF C/LINE |
|---|---|---|
| L 15+00.00 POT | L 15+50.00 POT | 20 ft |
| L 15+50.00 POT | L 16+00.00 POT | 20 ft tapering on a straight line to 25 ft |
| L 16+00.00 POT | L 17+80.00 POT | 25 ft. |

The Northerly line of the above described strip of land crosses Grantor's Southerly and Easterly property lines opposite approximate Engineers' Centerline Stations L 15+50 POT and L 16+90 POT, respectively.

The parcel of land to which this description applies contains 0.01 of an acre, exclusive of existing rights of way.

The bearings used herein are based upon the Oregon Coordinate System, South Zone.

The true and actual consideration for this transfer is:

______________________________________________

DATED this ____ day of __________, 19__.

______________________ ______________________

______________________ ______________________

STATE OF OREGON )
) ss.
County of Lane )

On _________________, 19__, personally appeared the above-named

______________________________________________

______________________________________________

and acknowledged the foregoing instrument to be ________ voluntary act before me.

______________________

Notary Public for Oregon

My Commission Expires: __________

# BARGAIN AND SALE DEED

hereinafter called GRANTOR(S), convey to LANE COUNTY, a political subdivision of the State of Oregon, hereinafter called GRANTEE, all that real property situated in Lane County, State of Oregon, described as:

A parcel of land lying in the Northeast one-quarter of the Southeast one-quarter (NE 1/4, SE 1/4) of Section 22, Township 16 South, Range 4 West, of the Willamette Meridian, Lane County, Oregon, and being a portion of that tract of land conveyed to VAUGHN W. BALL and MARY G. BALL, husband and wife, by that certain deed recorded April 13, 1961 on Reel 170, Recorder's Reception Number 29002, LANE COUNTY OREGON DEED RECORDS; included in a strip of land variable feet in width lying on the Northerly side of the centerline of Lone Pine Avenue, as said road has been resurveyed in 1984; the centerline and widths in feet being described as follows:

Beginning at Engineers' Centerline Station L 15+00.00 POT, said station being 43.04 feet North, and 1,092.27 feet West of the Brass Cap marking the Southeast (SE) corner of the THOS. JUDKINS DONATION LAND CLAIM NO. 48 located in Section 22, Township 16 South, Range 4 West, Willamette Meridian, Lane County, Oregon; run thence South 87° 44' 37" East, 400.0 feet to Engineers' Centerline Station L 19+00.00 POT, and there ending, all in Lane County, Oregon.

The widths in feet of the strip of land referred to are as follows:

| STATION TO STATION | | WIDTH ON NORTH'LY SIDE OF C/LINE |
|---|---|---|
| L 16+00.00 POT | L 17+80.00 POT | 25 ft |
| L 17+80.00 POT | L 18+20.00 POT | 25 ft tapering on a straight line to 20 ft |
| L 18+20.00 POT | L 19+00.00 POT | 20 ft. |

The Northerly line of the above described strip of land crosses Grantor's Westerly and Southerly property lines opposite approximate Engineers' Centerline Stations L 15+90 POT and L 18+20 POT, respectively.

The parcel of land to which this description applies contains 0.01 of an acre, exclusive of existing rights of way.

The bearings used herein are based upon the Oregon Coordinate System, South Zone.

The true and actual consideration for this transfer is:

_______________________________________________

DATED this _____ day of __________, 19__.

______________________________ ______________________________

______________________________ ______________________________

STATE OF OREGON )
) ss.
County of Lane )

On _________________, 19__, personally appeared the above-named

_______________________________________________

_______________________________________________

and acknowledged the foregoing instrument to be _________ voluntary act before me.

______________________________

Notary Public for Oregon

My Commission Expires:____________

16-04-22-00 2800

# BARGAIN AND SALE DEED

hereinafter called GRANTOR(s), convey to LANE COUNTY, a political subdivision of the State of Oregon, hereinafter called GRANTEE, all that real property situated in Lane County, State of Oregon, described as:

A parcel of land lying in the Northeast one-quarter of the Southeast one-quarter (NE 1/4, SE 1/4) of Section 22, Township 16 South, Range 4 West, of the Willamette Meridian, Lane County, Oregon, and being a portion of that tract of land conveyed to CLIFFORD M. JENSEN and HAZEL M. JENSEN, husband and wife, by that certain deed recorded May 20, 1981, on Reel 1137, Recorder's Reception Number 8121679, LANE COUNTY OREGON DEED RECORDS; included in a strip of land variable feet in width lying on the Southerly side of the centerline of Lone Pine Avenue, as said road has been resurveyed in 1984; the centerline and widths in feet being described as follows:

Beginning at Engineers' Centerline Station L 15+00.00 POT, said station being 43.04 feet North, and 1,092.27 feet West of the Brass Cap marking the Southeast (SE) corner of the THOS. JUDKINS DONATION LAND CLAIM NO. 48 located in Section 22, Township 16 South, Range 4 West, Willamette Meridian, Lane County, Oregon; run thence South 87° 44' 37" East, 400.0 feet to Engineers' Centerline Station L 19+00.00 POT, and there ending, all in Lane County, Oregon.

The widths in feet of the strip of land referred to are as follows:

| STATION TO STATION | | WIDTH ON SOUTH'LY SIDE OF C/LINE |
|---|---|---|
| L 15+00.00 POT | L 15+50.00 POT | 20 ft |
| L 15+50.00 POT | L 15+90.00 POT | 20 ft tapering on a straight line to 25 ft |
| L 15+90.00 POT | L 17+50.00 POT | 25 ft |
| L 17+50.00 POT | L 17+80.00 POT | 25 ft tapering on a straight line to 30 ft |
| L 17+80.00 POT | L 18+20.00 POT | 30 ft tapering on a straight line to 25 ft |
| L 18+20.00 POT | L 18+60.00 POT | 25 ft tapering on a straight line to 20 ft |
| L 18+60.00 POT | L 19+00.00 POT | 20 ft. |

The Southerly line of the above described strip of land crosses Grantor's Northerly property line opposite approximate Engineers' Centerline Stations L 15+50 POT and L 18+20 POT.

The parcel of land to which this description applies contains 0.04 of an acre, exclusive of existing rights of way.

The bearings used herein are based upon the Oregon Coordinate System, South Zone.

The true and actual consideration for this transfer is:

______________________________________________

DATED this _____ day of __________, 19__.

______________________ ______________________

______________________ ______________________

STATE OF OREGON )
) ss.
County of Lane )

On _______________, 19__, personally appeared the above-named

______________________________________________

______________________________________________

and acknowledged the foregoing instrument to be ________ voluntary act before me.

______________________
Notary Public for Oregon
My Commission Expires:__________

1985 Oregon Coast Hwy. E. 10,083
Devils Lake Rd. (Lincoln City) Sec,
Ore. Coast Hwy. (gr, pav, & sigs.)

C+A 7789 02-23-83

C+A 8405 05-31-85

jc cc: OSHD (Rulien)

US Department of Transportation
Federal Highway Administration

STATE COPY

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>2 | **COUNTY**<br>Lincoln | **DIVISION**<br>Oregon |
| **DATE OF REPORT**<br>12/7/87 | **REPORT MADE BY**<br>D. B. Carter, Area Engineer | | **PROJECT NO.**<br>HES-2-4(15) |
| **COMPLETION DATE (Actual)**<br>4/29/86 | **ACCEPTANCE DATE BY CONRTACT AGENCY**<br>9/17/87 | **TIME ELAPSED**<br>% | **CONTRACT TIME**<br>a) September 30, 1985<br>b) 180 Calendar Days |

**LOCATION**

Oregon Coast Highway at Devils Lake Road, Lincoln City, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## OREGON COAST HIGHWAY @ EAST DEVILS LAKE ROAD SECTION
## OREGON COAST HIGHWAY
### Grading, Paving & Signal

NOTED
W. E. SCHWARTZ

This project provided for the channelization and signalization of the above intersection.

The contractor used 287 calendar days to complete the work, the contract provided 180 calendar days. Also included was an intermediate date of September 30, 1985 at which time the traffic signal was to be installed. The contractor requested a time extension and was granted a total of 77 calendar days. This reduced the time overrun to 30 calendar days.

The final cost of the original contract bid items was $174,208.05 or a 1.6 percent underrun of the contract bid amount of $177,036.00. The final cost of the project including all change orders and construction engineering was $184,736.42.

All participating work has been approved. All signing and striping is complete.

A final inspection of the completed project was made on August 28, 1986.

- DBC -

RECEIVED
STATE HWY ENGR
DEC 11 '87
REFER TO
Fredrickson
FOR

| Info | [illegible] | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Cy
12/15

| | |
|---|---|
| **ACCEPTANCE OF PROJECT IS RECOMMENDED** | **ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION** |
| **SIGNATURE** | **SIGNATURE** |
| **TITLE** Area Engineer — **DATE** 12/5/87 | **TITLE** District Engineer A — **DATE** 12-10-87 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

October 13, 1987

Industrial Indemnity Company
  of the Northwest
Bond Department
101 SW Main
Suite 1300
Portland, OR 97204

CON 5 - #10,083

On September 21, 1987, we wrote to you concerning release of final payment on Contract No. 10,083 awarded to Oceanlake Paving Co. for work on the Oregon Coast Highway at East Devils Lake Road (Lincoln City) in Lincoln County.

Final payment on this contract is $2,059.47 and the total contract amount is $167,797.91 including $222.85 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Oceanlake Paving Co.
2300 SE Highway 101
Lincoln City, OR 97367

Hagen Hamilton Insurance
P.O. Box 847
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,083

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10083

TO: Commission Services

DATE: September 17, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10083, On Site Work Substantially Completed April 29, 1986
All Work Completed January 8, 1987
Project Ore. Coast Hwy. @ E. Devils Lake Rd. (Lincoln City)
Highway Oregon Coast
County Lincoln
Type of Work Grading, Paving & Signals
Contractor Oceanlake Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-21-87 - Surety letter written.

RECEIVED
SEP 18 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,083

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER 3-72<br>PROJECT REPORT NUMBER<br>MODIFICATION NUMBER 1 | U.S. Department of Transportation<br>**Federal Highway Administration** | State Oregon<br>County Lincoln<br>Project Number HES-2-4(15) |

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-5-87

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 85.

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 208,966 | $ 221,113 |
| Federal funds | $ 188,068 | $ 199,901 |
| Other revisions | | |

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5 TH day of MAR, 19 87

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 3, 1987

FEDERAL AID PROJECT NO. HES-2-4(15)

OREGON COAST HWY. @ E. DEVILS LAKE ROAD (LINCOLN CITY) SEC.
OREGON COAST HWY.
LINCOLN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY & SIGNAL (STA. 956+20 TO STA. 966+85)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Class "C" Asphalt Concrete | $ 34.20 | 2,150 | $73,530.00 | 2,252 | $77,018.40 |
| 12-inch Storm Sewer Pipe | 16.75 | 18 | 301.50 | 77 | 1,289.75 |
| Concrete Inlets, Type G-1 | 500.00 | 1 | 500.00 | 3 | 1,500.00 |
| Time Extension (Adj. #3A) | 110.00 | --- | --- | 47 | 5,170.00 |
| Relocate Ped Signal (FA #1) | --- | --- | --- | --- | 1,000.00 |
| Raised Pavement Markers (SFO #6) | --- | --- | --- | --- | 1,500.00 |
| | | | $74,331.50 | | $87,478.15 |

| | | |
|---|---|---|
| Increase | $ | 13,146.65 |
| Subtotal from estimate of July 15, 1985 | | 183,111.00 |
| Subtotal | $ | 196,257.65 |
| Engineering | | 24,720.35 |
| Total | $ | 220,978.00 |

| | |
|---|---|
| Length of Project | 0.26 mi. |

Retain in Reserve

| | |
|---|---|
| Total as on estimate of July 15, 1986 | $ 1,135.00 |

## SUMMARY OF FUNDS (90%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Roadway & Signal | 141 | $ 220,978.00 | $ 198,880.00 | $ 22,098.00 |
| Reserve | 141 | 1,135.00 | 1,021.00 | 114.00 |
| Total | | $ 221,113.00 | $ 199,901.00 | $ 22,212.00 |

Group 1: 95%; Group 8: 5%
Contract No. 10083
Prefix: C10083
RLC:bkb

| TO BE COMPLETED BY FHWA | | |
|---|---|---|
| 7-115 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT** | STATE<br>OREGON<br>COUNTY<br>LINCOLN<br>PROJECT NO.<br>HES-2-4(15) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99, Oregon Coast Hwy. @ E. Devils Lake Road (Lincoln City) Section

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-5-85 | 0.26 |

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 208,966.00 | $ 188,068.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Manager, Program Section
*(Title)*
XX FOR: H. S. Coulter, P.E.
State Highway Engineer
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator JUL 17 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 15, 1985

FEDERAL AID PROJECT NO. HES-2-4(15)

OREGON COAST HIGHWAY @ E. DEVELS LAKE ROAD (LINCOLN CITY) SECTION
OREGON COAST HIGHWAY
LINCOLN COUNTY

## PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY & SIGNAL (Sta. 956+20 to Sta. 966+85)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 16,100.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 5,500.00 |
| Temporary Signs | Sq. Ft. | 300 | 9.60 | 2,880.00 |
| Temporary Barricades | Each | 4 | 60.00 | 240.00 |
| Flaggers | Hour | 300 | 4.50 | 1,350.00 |
| Temporary Striping | Lin. Ft. | 3,000 | 0.30 | 900.00 |
| General Excavation | Cu. Yd. | 770 | 3.65 | 2,810.50 |
| 1"-0 Aggregate Base | Ton | 2,200 | 8.45 | 18,590.00 |
| Class "C" Asphalt Concrete | Ton | 2,150 | 34.20 | 73,530.00 |
| 12-inch Storm Sewer Pipe | Lin. Ft. | 18 | 16.75 | 301.50 |
| Concrete Inlets, Type G-1 | Each | 1 | 500.00 | 500.00 |
| Extra for Asphalt Approaches | Each | 8 | 228.00 | 1,824.00 |
| Delineators, Type 3 | Each | 15 | 27.20 | 408.00 |
| Adjusting Manholes | Each | 10 | 160.70 | 1,607.00 |
| Adjusting Inlets | Each | 4 | 200.00 | 800.00 |
| Capping Inlets | Each | 1 | 400.00 | 400.00 |
| TRAFFIC SIGNALS | | | | |
| Traffic Signal Installation, Complete | Lump Sum | All | Lump Sum | 40,445.00 |
| Model 170 Controller Equipment, Complete | Lump Sum | All | Lump Sum | 8,850.00 |
| | | | | $177,036.00 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 2,700.00 |
| Remove Pavement Striping (Exist. & Temp.) | All Required | 500.00 |
| State Furnished PROM | All Required | 700.00 |

| | | |
|---|---|---|
| Roadside Seeding & Mulching | All Required | 500.00 |
| Signal Controller Testing & Turn-On | All Required | 1,675.00 |
| | | $ 6,075.00 |
| | SUBTOTAL | $183,111.00 |
| | Engineering | 24,720.00 |
| | TOTAL | $207,831.00 |

Length of Project ------------------ 0.26 mile

RETAIN IN RESERVE

| | | |
|---|---|---|
| Permanent Signing | All Required | $ 1,000.00 |
| | SUBTOTAL | $ 1,000.00 |
| | Engineering | 135.00 |
| | TOTAL | $ 1,135.00 |

SUMMARY OF FUNDS (90%)

| DESCRIPTION | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|
| Roadwork & Signals | $207,831.00 | $187,047.00 | $20,784.00 |
| Reserve | 1,135.00 | 1,021.00 | 114.00 |
| TOTAL | $208,966.00 | $188,068.00 | $20,898.00 |

Group 1: 95%; Group 8: 5%
Contract No. 10,083
Prefix: C10083

RC:pf

December 5, 1986

CON 5 - #10,083

Ron Platt Mfg., Inc.
200 SE Bridgeford Blvd.
Bend, OR 97702

Thank you for your letter of November 24, 1986, advising us that your claim against Oceanlake Paving Company and Clarke Electric, Inc., subcontractor, has been paid.

You state this is in reference to the Oceanlake Paving Company Contract No. 10,083 for work on the Oregon Coast Highway at East Devils Lake Road in Lincoln City.

This information is being noted in our records and we are advising the prime contractor, surety, and agent.

Fran Neavoll
COMMISSION SERVICES

cc: Oceanlake Paving Co.
2300 SE Highway 101
Lincoln City, OR 97367

Hagen Hamilton Insurance
P.O . Box 847
McMinnville, OR 97128

Industrial Indemnity Company
of the Northwest
421 SW Sixth Avenue
Portland, OR 97204

bc: Secretary of State: Filed 4-17-86; CL 1986-0157

bbc: Bryant Jackmond FKN:cc

STEEL FABRICATION **RON PLATT MFG., INC.** COMMERCIAL & INDUSTRIAL

200 S.E. BRIDGEFORD BLVD.
BEND, OREGON 97702
(503) 389-4665

November 24, 1986

Department of Transportation
Commission Services
State of Oregon Highway Department
Room 121, Transportation Building
Salem, Oregon 97310

ATTN: Robert W. Gormsen

Contract No. 10,083, Oregon Coast Highway at East Devils Lake Road in Lincoln City

Subject: Claim against Oceanlake Paving Co. (Prime Contractor), Clarke Electric, Inc. (Subcontractor.

I am hereby advising your office that the above claim has been paid.

Ron Platt Mfg., Inc.

Ronald E. Platt

Ronald E. Platt
President

cc: File

RECEIVED
NOV 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPOR ON
FEDERAL HIGHWAY ADMINIST TION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-4(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30003

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE September 25, 1986

8. FEDERAL ROUTE NUMBER FAP 2

9. STATE RO 9

10. GENERAL LOCATION:
East Devils Lake Road Intersection

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/22/86 we approve the revised Preliminary Engineering costs to a TEC of $61,210; Federal Funds $53,974.

(Increase TEC $34,710; Federal Funds $30,607)

14. DATE 9/26/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,083

**CEANLAKE PAVING CO.**
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3500

September 23, 1986

Clarke Electric, Inc.
P.O. Box 10326
Eugene, Oregon 97440

RE: Oregon State Highway @ E. Devils Lake Road (Lincoln City) Contract #10083

Gentlemen:

The following is a recap of the work completed and charges thereon:

| Bid Item | | |
|---|---|---|
| 17 | Traffic Signal Installation | $40,445.00 |
| 18 | Model 170 Controller | 8,850.00 |
| | | $49,295.00 |

| | | |
|---|---|---|
| Less: | Liquidated damages<br>30 days @ $110.00 | 3,300.00 |
| | | $45,995.00 |

| | | | |
|---|---|---|---|
| Payments: | October 10 | $6,070.26 | |
| | November 1 | 6,337.31 | |
| | December 6 | 10,240.00 | |
| | February 28 | 3,440.00 | |
| | May 13 | 12,376.42 | |
| | August 15 | 2,341.57 | $40,805.50 |
| | | | $ 5,189.50 |

| | | |
|---|---|---|
| Extras: | (Price Agreement from state) | |
| | 1/2 Transportation of poles | 246.93 |
| | Move pedestrian head & pushbutton to second pole | 406.39 |
| | Extend length of loops | 91.28 |
| | | $ 744.60 |
| | | $5,934.10 |

Return the attached waivers signed by corporate officers and we will send your check. If you like, they can be returned in person and we will issue your check immediately.

Sincerely,
Oceanlake Paving Company

Marilyn J. Pratt

by Marilyn J. Pratt
Office Manager

RECEIVED
[illegible] 1986
COMMISS[illegible] SERVICES
[illegible] TRANSPORTATION

MJP:el
enc.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: September 22, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30003
Project No. F-2-4(11)
East Devils Lake Road Interchange
Lincoln County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justifications.

The preliminary engineering costs for the subject project have exceeded the survey authorizations as indicated below.

Right-of-way complications created the need for additional work, and consequent funding for the following activites: 900 (Project Engineering Field Office), 905 (Final Design), and 909/910 (R/W Descriptions and Maps). Activities 911 (Sign and Signal Design), and 933 (Base Design) have been increased as they were underestimated on the original authorization. This is the final request for this project.

The preliminary engineering costs are $61,210.00.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Paul D. Singer
Region 2

Form 734-3122

**Clarke Electric, Inc.**

450 West 5th Avenue P.O. Box 10326 Eugene, OR 97440 (503) 342-7788

September 15, 1986

Industrial Indemnity Company of the Northwest
421 S. W. 6th Ave.
600 Commonwealth Bldg.
Portland, Or 97204

Attn: Bond Department

Re: Claim Oceanlake Paving Co. Performance and Payment Bonds
for Department of Transportation Contract 10, 083

Dear Sir,

This is to notify you that we were a subcontractor on the above referenced project. We have not been paid to date for the amounts that have been paid to the general contractor. We have filed a demand notice with them on August 26, 1986, but have not been able to obtain an answer as to when we can expect payment. This account will be referred for legal action if we do not get a response from them by September 25, 1986.

Sincerely,

CLARKE ELECTRIC, INC.

Nancy Anne Cathey
V.P.

cc: Department of Transportation ✓
Tansportation Bldg
Salem, Or 97310

Attn: Robert Gormsen/George Bell

Oceanlake Paving

[illegible]
[illegible]

RECEIVED
SEP 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

# WEEKLY REPORT FOR CONSTRUCTION PROJECTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>Oregon Coast Hwy. @ E. Devils Lake Rd. (Lincoln City) | | WEEK ENDING<br>August 21, 1986 |
| | | CONTRACT NO<br>10083 |
| HIGHWAY<br>Oregon Coast | COUNTY<br>Lincoln | F.A. PROJECT NO<br>HES-2-4(15) |
| CONTRACTOR<br>Oceanlake Paving Company | KIND OF WORK<br>Grading, Paving, & Signals | DATE OF AWARD<br>July 3, 1985 |

| PROJECT AUTHORIZATION | | ENGINEERING | |
|---|---|---|---|
| CURRENT AUTHORIZATION | $ 208,965.00 | AUTHORIZATION | $ 16,569.99 |
| | | COST THIS WEEK | $ 0.00 |
| ESTIMATED PROJECT COST | $ 208,965.00 | TOTAL TO DATE | $ 34,557.55 |
| ESTIMATED PERCENT ~~OVER~~RUN/UNDERRUN | 0.0 % | PERCENT OF AUTHORIZATION | 208 % |

FIRST NOTIFICATION DATE: July 22, 1985

ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND: April 29, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: June 12, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| (a) | 10/25/85 | 0 | 0 | 0 | |
| (b) | 03/30/86 | 257 | 287 | 111 | no |
| | / / | 0 | 0 | 0 | |
| | / / | 0 | 0 | 0 | |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 770.0 | 2,200 | 2,150 | | | |
| EST. CORRECTED QUANTITIES | 597.0 | 1,547 | 2,252 | | | |
| EST. PERFORMED TO DATE | 597.0 | 1,547 | 2,252 | | | |
| PERCENT PERFORMED TO DATE | 100 | 100 | 100 | ~~99~~ 100 | 0 | 0 |

ACTIVITIES THIS WEEK:

Project completed April 29, 1986

Semi-Final Estimate submitted June 12, 1986.

Final inspection of project July 2, 1986
Third Notification 8/22/86/without certifications for Signal Ahead Signs.
This is the final weekly report on this project.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
James W. McNamee

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,083

July 31, 1986

Oceanlake Paving Company
2300 SE Highway 101
Lincoln City, OR 97367

CON 5
10083

Re: Time Extension Request
Ore. Coast Hwy. @ East Devils Lake Rd.
Contract No. 10083

We have received your correspondence in which you disagree with the contract time decision contained in my April 16, 1986, letter.

Drawing No. 8200 in the contract plans for this project shows Pole No. 1 with a 15-foot mast arm extending northerly with two signal heads and two internally illuminated signs attached. Pole No. 1 is designated as an "MP/X" pole. Pole No. 4 is shown with a 20-foot mast arm extending southerly with two signal heads attached. Pole No. 4 is designated as an "MP/X" pole. This drawing shows a span wire (messenger cables) to be installed between Poles 1 and 4 with six signal heads and two interior illuminated signs attached. The "Legend" shown on this drawing states that an "MP/X" pole is a special combination strain pole and refers one to the contract Special Provisions.

The contract plans, therefore, clearly indicate that Poles No. 1 and No. 4 have both mast arm and span wires attached, and that these poles are "special combination Strain Poles." The contract Special Provisions, Section 661.38(a) Metal Standards, state that "The design, fabrication and installation of metal standards shall conform to the requirements of drawing numbers 35009 and 35010."

Drawing No. 35009 indicates a mast arm mounting height of 19'-6" and shows the pole extending above the mast arm to an undimensioned height with the messenger cable band or thimbleye bolt mounted six inches below the top of the strain pole shaft. This drawing contains the note, "Extend pole as required for supporting luminaire arm, pole bands and/or thimbleye bolts."

Drawing No. 35010 also indicates a mast arm mounting height of 19'-6" and shows the strain pole extending above the mast arm to six inches above the signal span load point. This drawing also shows a dimension arrow from the base to the top of the strain pole with the notation "Strain Pole Length (L)." Also included on this drawing are the details of applicable design criteria and Standard Strain Pole data, including "Pole Length (L)" and "Signal Span Design Dead Load." Only strain pole lengths (L) of 28 and 30 feet are shown on this drawing.

Since the contract clearly required the contractor to furnish and install two "Special Combination Strain Poles", and that the design, fabrication and installation of these poles conform to the requirements of drawing numbers 35009 and 35010, it is equally clear that a mast arm pole of some 20 feet in length would not comply with the contract requirements.

The second paragraph of Section 105.02 states, in part, that "All working drawings will be reviewed by the Engineer. Such review shall not relieve the contractor of any of his responsibility under the contract for the successful completion of the work." These poles, as initially fabricated, would not accommodate the contract required span wire signal installation.

Upon review, my letter of April 16, 1986, appears to be correct. In strict accord with contract terms, the Division could have denied your request in its entirety. However, I decided that the Division may have contributed some to this delay by the inadvertent approval of erroneous shop drawings. The party responsible for the incorrect shop drawing preparation should bear the remaining responsibility in this matter. The Division has done all it can. No further adjustment of contract time will be made in this matter.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
W. G. Anhorn w/att.
J. McNamee w/att.

STATE OF OREGON

# INTEROFFICE MEMO

**TO:** O. B. Jackmond
CONTRACT ADMINISTRATION ENGINEER

**DATE:** July 24, 1986

**SUBJECT:** Time Extension Request
Oregon Coast Highway @ East Devils Lake Road
Lincoln County
Contract 10,083

Attached is Project Manager, Jim McNamee's, analysis and recommendation regarding the contractor's third request for an adjustment of contract time for completion of the work on the subject project.

This third request for additional time is a restatement of their first request for a full 59 calendar days, due to the necessity to refabricate two poles, which were fabricated 10 feet too short due to an error in the contractor's shop drawings. Because the State contributed to this error by approving the incorrect shop drawing, it was deemed appropriate to share the results in the delay. This was reflected in Mr. Schwartz's April 16, 1986 letter to the contractor granting 30 calendar days for this first request.

In his analysis of this third request, the Project Manager agrees with the contractor's contention that the plans did not clearly show the length of the signal poles. I do not agree. Drawing #35010, standard support details provides for only 28 or 30 foot pole lengths, depending on the design load. Furthermore, Drawing #35009 provides for a pole length of 20 feet, 6 inches, for the mast arm pole length, plus the additional length to the top of the strain pole for the span wires. I believe the contractor or the contractor's supplier, submitting the working drawings, inadvertently forgot the strain poles were a combination mast arm and span wire pole, and omitted the additional length required for the span wire.

7-29-86

W. E. Schwartz —

I concur with Region that this request be denied.

O. B. Jackmond

CE ...... CAE J
COE ......
OE ......
CA ......
C ......
EEO ______

RECEIVED
JUL 25 1986
CONSTRUCTION SECTION

SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
PQC ......
GCS ......
FILE ______

125-1387

Contains Recycled Materials

**STATE OF OREGON** **INTEROFFICE MEMO**

ROAD DESIGN SECTION 378-3487

ROW

**TO:** D. O. Christensen
Road Design Engineer

**DATE:** July 31, 1986

**FROM:** George F. Strawn
George F. Strawn
R/W Descriptions Supervisor

**SUBJECT:** Drawing No. IRV-520
Oregon Coast Highway at East Devils
Lake Road (Lincoln City) Section
Oregon Coast Highway
Lincoln County

Enclosed is the Right of Way Plan for the subject project which will be submitted to the Federal Highway Administration for final approval.

Your approval and transmittal to Mr. Hunter is recommended.

Following approval by Mr. Hunter, please return the Plan to our office for further processing.

GFS:jc
Attachments

APPROVED
Duane O. Christensen
Design Engr.

8/1
Signed by ESH and
returned to R/W
Descriptions.

125-1367

10,083

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No..

CON 5
10083

DATE: July 15, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Bruce M. Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-2-4(15)

Contract 10083, Work Completed April 29, 1986

Project Oregon Coast Highway at E. Devils Lake Road (Lincoln)

Highway Oregon Coast

County Lincoln

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Aug. 28, 1986

O.C. Christianson
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 4 '86
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

BMW:11

cc: L. Rulien
C. O. Fredrickson
Wm. Anhorn
B. M. Walton

NOTED
LARRY RULIEN

CPC/FL4

RECEIVED
JUL 16 1986
OREGON DIVISION

Form 734-3122

10,083

**CEANLAKE PAVING CO.**
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3500

April 21, 1986

Ron Platt Mfg., Inc.
61534 Ward Road
Bend, Oregon 97702

RE: OSHD Contract #10083
Oregon Coast ~~Highway~~ at E. Devils Lake Road

Gentlemen:

We have received notification of your claim against the above project. When funds are disbursed to Clarke Electric, Inc., Oceanlake Paving will issue a check for $2,224.75 payable jointly to Clarke Electric, Inc. and Ron Platt Mfg., Inc.

Sincerely,
Oceanlake Paving Company

Marilyn J. Pratt

by Marilyn J. Pratt
Office Manager

CC: Industrial Indemnity Company
Hagen-Hamilton Insurance, ATTN: Mike Keyes
OSHD, Robert W. Gormsen, Commission Services
Clarke Electric, Inc.

MJP:el

RECEIVED
APR 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

No response rec.
on claim
filed

April 16, 1986

Oceanlake Paving Co.
2300 SW Hwy. 101
Lincoln City, OR 97367

CON 5
10083

Re: Time Extension Request
Oregon Coast Highway @
East Devils Lake Road
Contract No. 10083
FAP No. HES-2-4(15)

Your two requests for additional contract time in which to complete the above project have been carefully reviewed.

The first request was for an additional 59 calendar days due to the necessity to refabricate two poles. These poles were fabricated about ten feet too short due to an error in your shop drawing. The State contributed to this error by inadvertently approving the incorrect shop drawing. The contract plans clearly indicated the correct length for these two poles. This fabrication delay resulted from two mistakes - your shop drawings were in error and the State didn't catch the error. It seems appropriate to share the resulting delay in this case. Therefore, a contract time adjustment of an additional 30 calendar days is granted for completion of phase "b" of the project for this reason.

Your second request was for an additional 47 calendar days due to delays caused by two separate private vehicle accidents which damaged the base of pole number 1 and pedestrian pole number 3. A contract time adjustment of an additional 47 calendar days is granted for phase "b" of the contract for this reason., In summary, a total contract time adjustment of an additional 77 calendar days is granted for phase "b" of this contract for the above reasons. The adjusted contract time of completion for phase "b" of this contract is 257 calendar days.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Jim McNamee.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
James McNamee w/att.
FHWA w/att.
Bruce Walton

TE/267

STATE OF OREGON

# INTEROFFICE MEMO

DATE: ~~February 11,1986~~ 4-11-86

TO: Ken Husby
Region 2 Const. Engr.

FROM: Jim McNamee
Project Manager

SUBJECT: Time Extension Request
Oregon Coast Hwy. at E. Devils Lake Road
(Lincoln City)
Contract 10,083

KEH

Attached is Contractor's request for adjustment of contract time from January 12 to March 12,1986 or 59 calender days.

The Contractor's request is based on the time expended to refabricate poles #1 and #4, that were originally fabricated ten (10) feet short.

This office recommends that the contractor be granted the additional 59 calender days requsted.

RECEIVED
MAR 12 1986
CONSTRUCTION SECTION
CAE ___ COE ___ OM ___ CA ___ CAM ___ EEO ___ SPC ___ TC ___ SA ___ CC ___ FE ___ CP ___ PQC ___ QCS ___ FILE ___

The following is pertinent job information;

| | |
|---|---|
| 6-27-85 | Bid proposals received and opened |
| 7- 3-85 | Contract award date |
| 11-22-85 | Poles #1 & #4 were delivered to project and found to be ten feet short |
| 1-12-86 | Specified 180 calendar days expired |
| 1-17-86 | Poles #1 & #4 refabricated to 30' lengths delivered to project |
| 3-12-86 | Anticapated completion date |

The contractor submitted a shop drawing that indicated the overall height of poles #1 & #4 to be 20' 6". The contractor's drawing was in error and was not picked up by the state. We have attached a copy of the shop drawing for your info.

4-11-86
W.E.Schwartz - I think this dual error should be shared and therefore recommend a 30 C.D. time extension.
O.B. Jackmond

OB Jackmond
Shop drawings were app'd by Bridge, sent thru Elroy's office. Elroy + Bridge should have detected error as plans clearly show 30'. Bridge designer actually called contractor & discussed base plate thicknesses, etc which were all predicated on 30' length. But the shop drawings showed the pole length as 20'6", + were so approved. Recommend adjustment of 59 calendar days. KEH

cc: Construction Engr. w/original order and attachments described above.
Approval is recommended.
Remarks 3-7-86

Kenneth E. Husby
REGION II CONSTRUCTION ENGINEER

81-125-1387

The sub-contractor Clarke Electric has had other problems. One driver during the holidays lost control of his vehicle and bent two anchor bolts at pole #1. This damage will cause the contractor to order sleeve nuts and anchor bolt extensions to repair the damage (see attached drawing). The driver did not have insurance and we expect a 45 day delay for setting pole #1.

Also one pedestal pole was hit by some unkown motorist which will result in the contractor obtaining a new frangible base.

Therefore from the preceding we recommend that the contractor be granted an additional 59 calendar days.

**STATE OF OREGON** **INTEROFFICE MEMO**

KEH

**TO:** Ken Husby, P.E.
Region 2 Engineer

**DATE:** March 28, 1985

**FROM:** Jim McNamee
Project Manager

**SUBJECT:** Time Extension Request
Oregon Coast Hwy at East Devils Lake Rd. (Lincoln City) Section
Lincoln County
Contract No. 10083

Attached is the Contractor's Second Request to extend the contract time for completion of the work (Section 108.08 (b)) of the above subject project. The Contractor lists two seperate vehicle accidents that damaged the base of pole # 1 and pedestrain pole # 3 both of which required new replacement parts.

The Contractor's first request for Section 108.08(b) would extend the time to March 12th or 59 calendar days if approved and this Second Request is for an additional 47 calendar days which make the completion date on or before April 28, 1986.

This office concurs with the Contractor's request and recommends that the request be approved.

cc: Construction Engr. w/original order
and attachments [illegible] above.
Approval is recommended.
Remarks 3/31/86

Kenneth E Husby
REGION II CONSTRUCTION ENGINEER

Jim McNamee
Project Manager

xc: file

4-11-86

W. E. Schwartz -

JWM/dmd

I concur with Region and P.M.
and recommend a 47 C.D. time extension.

O. B. Jackson

OM
APR [illegible] 1986
CONSTRUCTION
SECTION
AM
EEO
SA
FE
PQC
QCS
FILE

31-125-1387

CL 1986-0157

10,[illegible]

VICTOR ATIYEH
GOVERNOR

## Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.: CON 5
#10,083

April 15, 1986

Ron Platt Mfg., Inc.
61534 Ward Road
Bend, OR 97702

We have received your letter dated March 21, 1986, filing a claim against the following Highway Division contract:

| | |
|---|---|
| FILED BY: | Ron Platt Mfg., Inc. |
| AMOUNT: | $2,224.75 |
| FOR: | Materials |
| AGAINST (Prime Contractor): | Oceanlake Paving Co. |
| SUBCONTRACTOR: | Clarke Electric, Inc. |
| CONTRACT NO.: | 10,083 |
| PROJECT: | Oregon Coast Highway at East Devils Lake Road in Lincoln City |
| SURETY: | Industrial Indemnity Company of the Northwest |
| AGENT: | Hagen Hamilton Insurance |

NOTED ON CARD
5/21/86 CB

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Oceanlake Paving Co.
2300 SE Highway 101
Lincoln City, OR 97367

Hagen Hamilton Insurance
P. O. Box 847
McMinnville, OR 97128

Industrial Indemnity Company
of the Northwest
421 SW 6th Avenue
Portland, OR 97204

RECEIVED
APR 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

11-0188 (10-85)

STEEL FABRICATION **RON PLATT MFG., INC.** COMMERCIAL & INDUSTRIAL
61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665

March 21, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: OSHD Contract #10,083
Oregon Coast Highway at Devils Lake
Lincoln County, Oregon

CONTRACTOR: Ocean Lake Paving Co.
2300 S. E. Hwy. 101
Lincoln City, Oregon 97367

SUBJECT: Claim against Bond

Gentlemen:

We subcontracted with Clarke Electric, Inc., P. O. Box 10326, Eugene, Oregon 97440, to fabricate the extended height of two mast arm traffic signal poles for the above mentioned project.

The poles have been completed since January 24, 1985 and we have not been paid the balance due of $2,224.75 for materials supplied.

Please consider this communication as our request for payment. and claim for the above stated amount with the Bonding Company providing coverage for this contract.

Please confirm and advise.

Sincerely,

RON PLATT MFG., INC.

Ronald E. Platt
President

cc: Neil Bryant

jc

10,6[illegible]3

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-4(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-18-86

4. PROGRAM NO.

5. ITEM NO. 30003

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 21 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE November 14, 1985

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Oregon Coast Hwy at E. Devils Lake Rd. (Lincoln City)

11. GENERAL DESCRIPTION OF WORK
Furnish & Install Raised Pavement Markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/14/85 as requested in Mr. Fredrickson's letter of 2/28/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $1,500; Federal Funds $1,350.

14. DATE 3/18/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,083

**CEANLAKE PAVING CO.**
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3500

March 7, 1986

Big Mark
1530 Tamarack Street #128
Sweet Home, Oregon 97386

RE: Grade, Pave & Signals
Oregon Coast Hwy. at E. Devils Lake Road
Contract #10083

ATTN: Dave Corbin

Dave:

As we have not received a statement from you for the work completed before you abandoned the job, the following is a statement of services rendered and payment for services:

| | | | | |
|---|---|---|---|---|
| Bid Item 3 | 254 sq. ft. signs | @ 9.60 | | $2,438.40 |
| Bid Item 4 | 4 barricades | @ 90.00 | | 360.00 |
| Bid Item 14 | Adjust 6 manholes | @ 160.70 | | 964.20 |
| Lincoln City | 2 water valves | @ 125.00 | | 250.00 |
| | | | | $4,012.60 |
| Less: | | | | |
| Cash advance | | | $1,000.00 | |
| 24 hrs. labor @ 25.00 | | | 600.00 | |
| 10 hrs. pickup w/tools @ 10.00 (help put up signs) | | | 100.00 | |
| Materials paid for | | | | |
| Traffic Safety Supply | | | 1,437.02 | |
| Copeland Lumber | | | 15.20 | |
| Oregon Willamette Lumber | | | 19.45 | |
| Gleneden Brick & Tile | | | 56.00 | |
| Oceanlake Sand & Gravel | | | 466.49 | |
| Payment made jointly to Big Mark and Henry Elis'alda | | | 1,050.00 | |
| 16 hrs. labor @ 25.00 | | | 400.00 | 5,144.16 |
| | | | | ($1,131.56) |

You may remit to us $1,131.56 and pick up signs purchased from Traffic Safety Supply OR we will retain possession of the signs and give you a check for $305.46. We would disburse the check when we receive a signed statement from Henry Elis'alda that he has received payment in full (ie: you have signed off the check we disbursed jointly to Big Mark and Henry Elis'alda.)

Sincerely,
Oceanlake Paving Company

Marilyn J. Pratt

by Marilyn J. Pratt
Office Manager

MJP:el

Certified Mail #P 182 620 107

CC: Oregon State Highway Division Salem, Ore.
Oregon State Highway Division Newport, Ore.
Henry Elis'alda

Please file -
No action -
R

RECEIVED
MAR 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones
per RW6

10 [illegible] jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-4-(15)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lincoln
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30003
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 29, 1985
8. FEDERAL ROUTE NUMBER Primary 2
9. STATE ROUTE NUMBER Primary 9
10. GENERAL LOCATION:
Oregon Coast Hwy at E. Devils Lake Rd. (Lincoln City)
11. GENERAL DESCRIPTION OF WORK
Furnish and install a modem
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-29-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $300; Federal Funds $270.

RECEIVED
STATE HWY ENGR
JAN 22 '86
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to 1/22

14. DATE 1/17/86
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 1985-0215

1859

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 20 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1985

Henry J. Elis'alda
21500 Gilkison Road
Scappoose, OR 97056

CON 5
#10,083

IN REPLY REFER TO
FILE NO.:

This will acknowledge your letter of November 4, 1985, with attached invoice, filing a claim against the following Highway Division contract:

| | |
|---|---|
| FILED BY: | Henry J. Elis'alda |
| AMOUNT: | $1,050 |
| FOR: | Labor |
| AGAINST (Prime contractor): | Oceanlake Paving Co. |
| SUBCONTRACTOR: | Big Mark & A-1 Asphalt & Dirt Movers |
| CONTRACT NO.: | 10,083 |
| PROJECT: | Oregon Coast Highway at East Devils Lake Road in Lincoln City |
| SURETY: | Industrial Indemnity Company of the Northwest |
| AGENT: | Hagen Hamilton Insurance |

We will advise the surety, agent and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Oceanlake Paving Co.
2300 S.E. Highway 101
Lincoln City, OR 97367

Industrial Indemnity Company
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

Hagen Hamilton Insurance
P.O. Box 847
McMinnville, OR 97128

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
2-18-86 cc

[illegible]

**Henry J. Elis'alda**
**General Contractor** - Diamond Sawing and Core Drilling
21500 Gilkison Road
Scappoose, Oregon, 97056
Telephone (503) 543-5149

November 4, 1985

TO: Oregon Department of Transportation
Mr. Robert Gormsen

121 Transportation Bldg.
Salem, Oregon, 97318
503-378-6526

RE: Contract #10083 - Devils Lake 101 Hwy. Project - Lien/Claim

Contractor: Oceanlake Paving
2300 S. E. 101 Hwy.
Lincoln City, Oregon, 97367
505-994-3500

Sub-Contractor: Big Mark & A-1 Asphalt & Dirt Movers (A Minority Firm)
1530 Tamarack St. #128
Sweet Home, Oregon, 97386

Indeminity: Industrial Indeminity Company of Northwest
421 S. W. 6th
Portland, Oregon, 97204

Dear sir:

Attached is a copy of my invoice in regards to my labor on the above named project, inwhich I have not been paid as of this date.

The sub-contractor to Oceanlake Paving, Dave Corbitt, owner of Big Mark & A-1 Asphalt & Dirt Movers, a minority firm, after I was recomended by Professional Services, a Portland firm which is a minority firm that assists the State of Oregon, and hired me to saw and lay=out the manholes and water line covers on this paving project on highway 101. The agreed quote was for $350.00 a day labor, paid in full at the completion of my work.

I was directed to work on this project for four days, October 8th, 9th, 10th, & 11th, 1985, however, because they were not full days I only charged for three days. I diamond sawed, helped break and remove, leveled manholes, poured and finished six manholes. A check with your State inspector that was on this project will confirm and verify these statements.

The General Contractor, Oceanlake Paving, was fully aware of what was taking place. If anything did not meet his approving they should have said something. The State Inspector was the only one that came forward and showed me a set of prints to show me what was to be actually done correctly. I was told to pour the concrete and level the manhole to the concrete. I informed the sub-contractor that this was not the general method of setting manholes. Generally we used manhole concrete collars and risers on water lines. That manholes was generally leveled to the road surface. This is the way that we finally proceeded. I finally realized that a contract on manhole installation was given,and informed on how much they were to receive, to someone who had never installed a manhole before and did not have the equipment to complete same.

I commend Oceanlake Paving for their attempt to assist and train a minority firm, how ever, I do not feel that I should suffer a monetary loss for their gracious endeavors.

Sincerely,
Henry J. Elis'alda
Henry J. Elia'alda
Owner/Operator

Snap off

CARBONLESS FORM 3813

NO CARBON REQUIRED

# INVOICE

TRIPLICATE

HENRY J. ELIS'ALOA
GENERAL CONTRACTOR
DIAMOND SAWING & CORE DRILLING
21500 GILKISON RD.
SCAPPOOSE, ORE. 97056
TEL. 503-543-5149

INVOICE

NO.
DATE 10/13/85
YOUR ORDER NO.
OUR ORDER NO.

SOLD TO:
BIGMARK & A-1 Asphalt & Dirt Movers
1530 Tamarack st #128
Sweet Home, OR 97386

~~SHIP TO~~: LOCATION:
State Hwy. Lincoln City, Ore-
Route 101 EAST Devils lake Rd. Job
for. - OCEANWAY PAVING

| F.O.B. | TERMS | DATE SHIPPED | SHIPPED VIA | SALESMAN |
|---|---|---|---|---|
| | | | | |

| ORDERED | SHIPPED | DESCRIPTION | PRICE | PER | AMOUNT |
|---|---|---|---|---|---|
| | | DIAMOND SAWING | Quote | | |
| | | | @ 350.00 | Day | |
| | | 3 DAYS | | | $1050.00 |
| | | Dave Conlin | | | |
| | | After 30 Days 1½% per month will be charged on all past due accounts this is an annual percentage rate of 18%. | | | |

TOPS FORM 3813
LITHO IN U.S.A.

ORIGINAL

RECEIVED
NOV 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 6, 1985

Oceanlake Paving Co.
2300 SW Hwy. 101
Lincoln City, OR 97367

CON 5

Re: Time Extension Request
Oregon Coast Hwy. @ East Devils Lake Road
Contract No. 10,083
FAP No. HES-2-4(15)

Your request for additional contract time in which to complete the above project has been carefully reviewed. The requested contract time adjustment of an additional 25 calendar days for completion of phase "a" of the project due to telephone facility conflicts is granted.

The adjusted contract time of completion for phase "a" of this contract is October 25, 1985.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
W. G. Anhorn w/att.
Chuck Elroy w/att.
FHWA w/att.
Bruce Walton - Note: This extension is FHWA N-P.

TE/231

STATE OF OREGON

INTEROFFICE MEMO

File: EA# C10083

DATE: October 7, 1985

TO: William Anhorn, P.E.
Region 2 Engineer

FROM: Charles W. Elroy
Charles W. Elroy
Project Manager

SUBJECT: Time Extension Request

RECEIVED
OCT 24 1985
CONSTRUCTION
SECTION

CE___ CAE___ LS___ TC___
COE___ OM___ SA___ CC___
OE___ FE___ CP___
CA___ PQC___
CAM___ QCS___
EEO___ FILE___

Oregon Coast Hwy @ East Devils Lake Rd (Lincoln City)
Traffic Signal Installation
Contract No. 10083

Herewith is Oceanlake Paving Co's. request for a 25 day time extension for part (A) completion date, which will increase the specified time of completion from September 30th to October 25, 1985.

Work commenced July 22, 1985. The time count started July 17, 1985 and contract time for completion of part (A) of the contract is September 30, 1985.

The contractor's justification is based on being held up in completing his roadway activities for 28 calendar days by United Telephone Co. in moving their pole, pole line and underground line.

Our Analysis follows:

| Utility Realignment<br>Holdup of grading activities | Calendar Days<br>Requested Recommended |
|---|---|

Due to lack of communications between the United Telephone Co., Region 2 Utility Specialist and the Project Manager's office it required 25 calendar days to realign (1) utility pole with T.V. cable attached and splice (1) underground telephone cable. The T.V. cable was to have been buried at the same time as the telephone cable, but due to a communication gap, this was not done. The re-alignment of one pole caused the buried telephone cable to be spliced and lengthened and the T.V. overhead cable to be adjusted. The large number of telephone wires within the cable, required 10 calendar days to splice. Pole removal, pole re-installation and T.V. line adjustment required 10 calendar days. Before any re-alignment work was started it took 5 calendar days for the Utility Engineers to decide what, where, and when they wanted the new alignment to go.

In the meantime, the contractor , Oceanlake Paving Co. had widened the roadway everywhere except for in the vicinity of the pole and line removal. Therefore, it is my recommendation to allow Oceanlake Paving Co. their request of a 25 calendar day extension of time in which to complete

81-125-1367

part (A) of the contract time limit, In lieu of September 30, 1985 being the completion date of part (A), except for traffic signal installation, an extension of 25 calendar days shall make part (A) completion date October 25, 1985.

CWE/dmd

cc: file

TO: Construction Engr. w/original order
and attachments described above.
Approval is recommended.
Remarks see attached written notice of delay.
Kenneth E Husby
REGION II CONSTRUCTION ENGINEER
10-23-85

11-5-85

W.E. Schwartz -

I concur with Region and Project Manager and recommend a 25 c.D. time extension due to telephone facility conflicts.

J. B. Jackson

August 7, 1985

CON 5
#10,083

Oceanlake Paving Co.
2300 SE Highway 101
Lincoln City, OR 97367

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,083 for work on the Oregon Coast Highway at East Devils Lake Road in Lincoln City, Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Charles Elroy
L. E. George

**CEANLAKE PAVING CO.**
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3500

July 1, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, Or 97310

Re: Grading, paving & signals
Oregon Coast Hwy at E. Devils Lake Road (Lincoln City)
Oregon Coast Highway
Lincoln County

Dear Sir:

The following is a list of minority sub-contractors to be used on the above project:

| COMPANY | TYPE OF WORK | AMOUNT |
|---|---|---|
| Brothers Concrete Sawing<br>Albany, Ore<br>Dick Harding<br>928-2502 | Saw cutting | $1,375.00 |
| Big Mark<br>Albany, Oregon<br>Dave Corbin<br>367-8215 | Temporary signs,<br>Barricades,<br>Adjust manholes<br>Temporary striping | $5,530.00 |
| TOTAL | | $6,905.00 |

Sincerely,

OCEANLAKE PAVING CO.

By D. R. Gettis
President

RECEIVED
JUL 2 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES DATE: July 24, 1985

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 27, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 27, 1985 on the following projects:

1. Beaver Creek Road-Bellfountain Road Section
   Decker Road
   Benton County
   A.C. Paving and Oiling

   Overlay of 24-foot roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Oatfield Road at Concord Road Section
   Oatfield Road
   Clackamas County
   Traffic Signal Installation

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

3. Charles Mack Bridge Section
   Jenkins Prairie Road
   Coos County
   Structure

   18-foot roadway on structure and aggregate approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

4. Redmond Reroute Section
Ochoco Highway
Deschutes County
Grading, Paving, Signing, and Signals

12-foot lanes with 6-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 1.

5. Rogue Valley Mall Section
Crater Lake and Rogue Valley Highways in Medford
Jackson County
Traffic Signal

Pedestrian heads will be installed for pedestrian and bicycle traffic.

6. Fremont Highway Bridges
Fremont Highway
Lake County
Grading, Paving and Structures

12-foot lanes with 6-foot shoulders on structures and approaches.

Same as No. 1.

7. Creek Bridges
Mapleton-Junction City Highway
Lane County
Grading, Paving and Culverts

Replacing bridges with culverts. Grading and paving incidental to project.

Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Eugene/Springfield Signal System Project
Various City Streets
Lane County
Signals

Upgrading of system.

Same as No. 7.

9. Beltline Highway at Royal Avenue Intersection in Eugene
Beltline Highway
Lane County
Signing and Traffic Signals

Pedestrian heads will be installed for pedestrian and bicycle traffic.

10. Marshall Slough Bridge Section of Lone Pine Drive
Lone Pine Drive
Lane County
Grading, Paving and Structure

24-foot roadway on structure and approaches.

Same as No. 1.

11. Oregon Coast Highway at E. Devils Lake Road (Lincoln City)
Oregon Coast Highway
Lincoln County
Grading, Paving and Signals

Multi-lane highway with 6-foot shoulder.

Bicycle lanes, pedestrian heads available for bicycle and pedestrian traffic.

12. Hayesville Interchange (Salem)
Pacific Highway
Marion County
Grading and Paving

Guardrail and drainage project.

Same as No. 7.

13. Umatilla/Stanfield Highway-S.E. 8th Street (Hermiston)
East Highland Avenue
Umatilla County
Grading and Paving

12-foot lanes with 10-foot shoulders and 8-foot sidewalks available for bicycle and pedestrian traffic.

14. Minan-Spring Creek Section
Wallowa Lake Highway
Wallowa County
Grading and Paving

12-foot lanes with 4-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 1.

15. Tualatin River Overflow Bridge
Fern Hill Road (Forest Grove)
Washington County
Grading and Paving

Replacing bridges with culverts, grading and paving incidental to project.

Same as No. 7.

16. Wildhorse Creek (Gentry) Bridge
FAS B583 (Weston Road)
Umatilla County
Grading, Paving and Structure

Replacing bridge with culvert; grading and paving incidental to project.

Same as No. 7.

HSC:BCE:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-4(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30003

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 5, 1985

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Oregon Coast Hwy. at East Devils Lake Rd. (Lincoln City)

11. GENERAL DESCRIPTION OF WORK
Grade, pave and signals.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4-24-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-3-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $231.727, Federal Funds $208,554.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/14/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 13, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30003
Project No. F-2-4(15)
Ore. Coast Hwy. @ E. Devils Lake Rd. (Lincoln City) Sec.
Oregon Coast Highway
Lincoln County

I request your approval for a program change to change appropriation code and increase cost as follows:

1) Appn Code -- Change to "141".

2) Prefix Letter(s) -- Change to "HES".

3) Class of Federal Funds -- Change to "Hazard Elimination Program".

4) Estimated Project Cost by Phases -- Change to read:

| | TEC | FF | STATE |
|---|---|---|---|
| Construction | $235,000.00 | $211,500.00 | $23,500.00 |
| Project Totals | $235,000.00 | $211,500.00 | $23,500.00 |

DRH:me
cc: L. E. George
Bob Oakes
Jan Peterson
General Files

Form 734-3122

May 31, 1985

City of Lincoln City
City Hall
Lincoln City, OR 97367

AGR 4-1

Attention: D. W. Works
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 840

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment at the intersection of the Oregon Coast Highway and East Devils Lake Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: August 31, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Oregon Coast Highway @ East Devils Lake Road MP 115.56

Region 2 has requested that the traffic signal installation portion of the subject project be financed with Hazard Elimination funds.

Construction will be by contract. Preliminary engineering and purchase of right of way will be accomplished with Primary Funds. Construction and construction engineering will be jointly funded.

In Summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| State | Oregon Coast Highway @<br>East Devils Lake Road<br>(Lincoln City)<br>Lincoln County | $80,000 | $72,000 | $8,000 |

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

George

L. E. GEORGE
Traffic Engineer

(orig to [illegible] [illegible] Files 9/1/83

RHB/rhb
Attachments

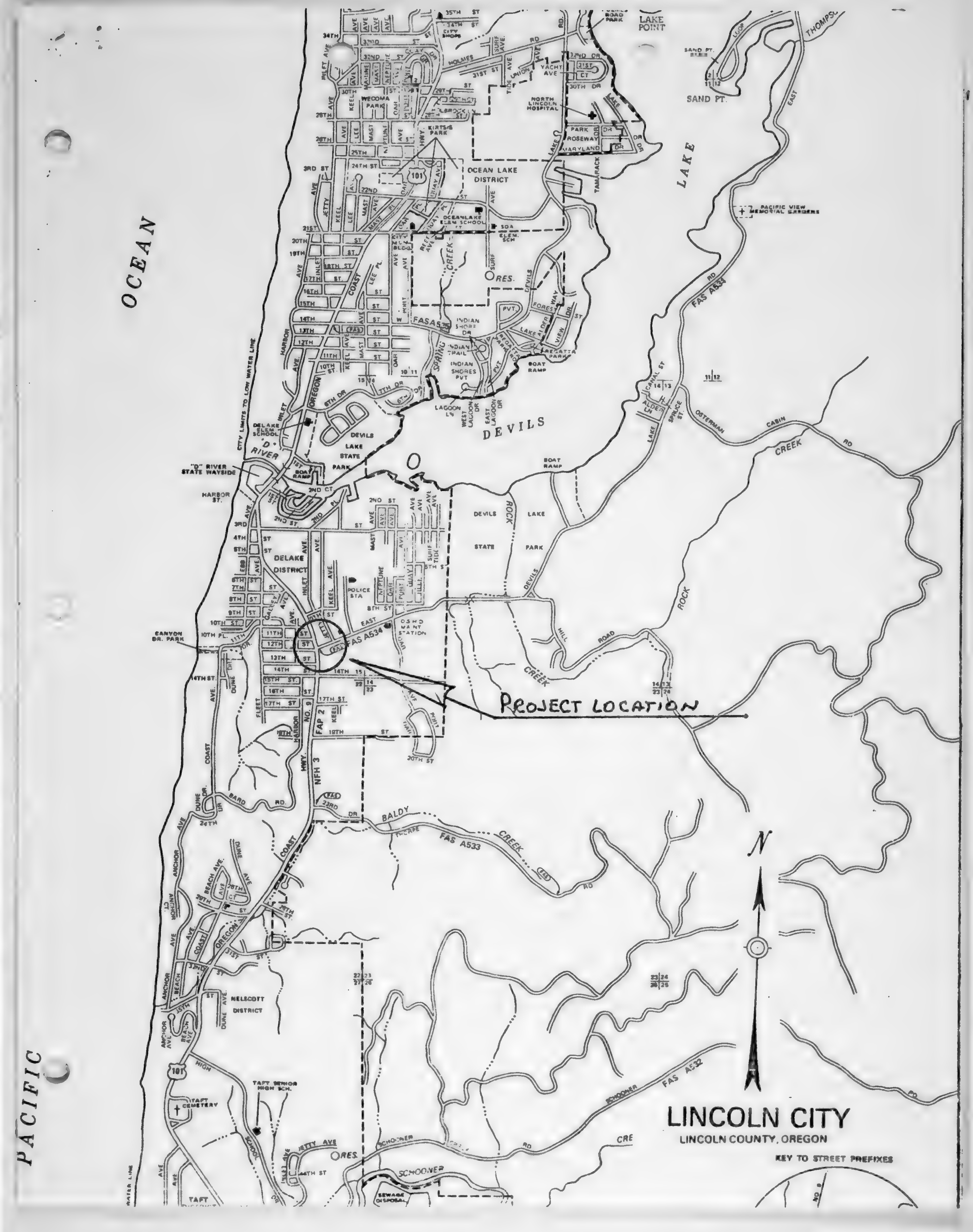
RECEIVED
STATE HWY ENGR
SEP 1 '83
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

APPROVED:

State Highway Engineer

DATE: 8-1-83
9-1-83


PACIFIC
OCEAN
LINCOLN CITY
LINCOLN COUNTY, OREGON
KEY TO STREET PREFIXES
PROJECT LOCATION
N
DEVILS
LAKE
OCEAN LAKE DISTRICT
DELAKE DISTRICT
NELSCOTT DISTRICT
DEVILS LAKE STATE PARK
"D" RIVER STATE WAYSIDE
"D" RIVER
CANYON DR. PARK
NORTH LINCOLN HOSPITAL
PACIFIC VIEW MEMORIAL GARDENS
TAFT SENIOR HIGH SCH.
TAFT CEMETERY
SEWAGE DISPOSAL
POLICE STA
OSHD MAINT STATION
DELAKE ELEM SCHOOL
OCEANLAKE ELEM SCHOOL
LAKE POINT
SAND PT.
CITY LIMITS TO LOW WATER LINE
FAS A534
FAS A533
FAS A532
FAS A535
HWY. NO. 9
FAP 2
NFH 3
101
ROCK CREEK
BALDY CREEK
SCHOONER CREEK
OSTERMAN CABIN CREEK RD
EAST DEVILS LAKE RD
THOMPSON
RES.
BOAT RAMP
INDIAN SHORES PVT
REGATTA PARK
WECOMA PARK
KIRTSIS PARK

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

PROGRAM SECTION
5-24-84
cc: FHWA
✓State Hwy. Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec. (4)
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
* Reg. 2: D. Christensen
Dis. 4: J.L. Gunter
*Inform P.M.

## CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: EAST DEVILS LAKE ROAD

OREGON COAST HWY
LINCOLN COUNTY

DATE: MAY 22, 1984

AND OREGON DISTRICT #4 COUNCIL OF GOVERNMENTS

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAY 24 '84
REFER TO
FOR
Info | Inve | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 840411-025-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83
cc: Dale Wilkens, FHA

10 [illegible]

Ira 7-6-1
Lincoln City

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-2-4(14)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-84

4. PROGRAM NO.

5. ITEM NO.
30003

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
5/2/84

8. FEDERAL ROUTE NUMBER
Primary 2

9. STATE ROUTE NUMBER
Primary 9

10. GENERAL LOCATION:

Oregon Coast Highway at East Devils Lake Road Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
MAY 7 '84
to
REFER TO
Potter
FOR

| Info | Initials | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. 5/8

13. REMARKS

As requested by Mr. Potter's letter of 4/30/84 you are authorized to proceed with the acquisition of file numbers 53827 and 53828 as shown on right-of-way map 9B-23-13 at a TEC of $35,000, Federal Funds $30,852.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE
5/2/84

15. SIGNATURE OF APPROVING OFFICIAL
John D. Wicks

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79)    PREVIOUS EDITIONS MAY BE USED

[illegible] 6-2
[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 30, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY**
**GARY A. POTTER**

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30003
Project No. F-2-4(14)
Oregon Coast Hwy. @ E. Devils Lake Rd. Sec.
Oregon Coast Highway
Lincoln County

Enclosed is data consisting of PR-1 forms, project map and right-of-way map No. 9B-23-13 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way, all phases, at an estimated total cost of $35,000 with an obligation of $30,852 in federal funds. The areas to be acquired are as outlined in red on the enclosed right-of-way map, and do not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions will be forwarded under separate action.

CL:bkb
Enc.
cc: J. Boyd
D. Aman
General Files

Form 734-3122

10,083

9

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES

TO: MEMO TO THE FILE

DATE: April 13, 1984

FROM: Steve Macnab
Steve Macnab
Specifications Engineer

SUBJECT: Construction Survey Work Study

One of the original 10 projects being used for this study has not been contracted. The East Devils Lake Road Intersection has been delayed until later this summer.

At a recent meeting of the Study Committee, we decided to substitute the West Devils Lake Road Intersection project, which we will open bids on May 24. This is a signal project which State crews will survey.

I have notified Chuck Elroy, Project Manager, of this change and also, Bob Stenerson of the Construction Office. Bob will send to the Project Manager, material that he will need to document the work of State crews.

SHM:ja

sent 4-16-84 ja

cc Jerry Wimer
Chuck Elroy

1 Versteeg
Anderson
2 Adams
Macnab
Edwards
Terpin
Trout
Wekerlig

RECEIVED
APR 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
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Action

81-125-1387

Lia 7-6I
Lincoln
City

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 10, 1984

To: Executive Department
Federal-Aid Coordination Unit

Oregon Dist. 4 Council of Governments
460 SW Madison #7
Corvallis, OR 97330

NAL SIGNED BY
A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 4
Section: E. Devils Lake Rd. Intersection
Highway: Oregon Coast Highway (US 101)
County: Lincoln

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be May 29, 1984.

JLG:bkb
Attachments

bc:
- D.E. Wilken, FHWA
- ✓H.S. Coulter
- R.N. Bothman
- F.E. Terpin
- J.B. Boyd (2)
- J.H. Versteeg (3)
- Cam Gilmour
- W.J. Hart
- Reg. 2 Engr.: D.O. Christensen
- Dis. 4 Engr.: J.L. Gunter
- Aeronautics Division
- David Powers, Parks
- J.L. Gaither

RECEIVED
STATE HWY ENGR
APR 10 '84
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | | | |
|---|---|---|---|---|
| 02 | 12] APPLICANT [45<br>Department of Transportation | 46] DIVISION [79<br>Highway | | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>Transportation Building | 46] CITY [60<br>Salem | 76] ZIP [80<br>97310 | |
| 04 | 12] CONTACT PERSON [45<br>Gary A. Potter | 46] AREA CODE [48<br>503 | 49] PHONE [55<br>378 | 56] EXTENSION [59<br>6564 |
| 01 | 12] PROJECT TITLE [71<br>E. Devils Lake Rd. Intersection | | | |
| 11 | 12] PROJECT LOCATION—CITY<br>Oregon Coast Hwy. (US 101)<br>Lincoln City | PROJECT LOCATION—COUNTY<br>Lincoln | PROJECT LOCATION [79<br>SEC: T:<br>R: | |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

| | |
|---|---|
| 05 | |
| 06 | 12] Install traffic control signal (see attached Part 3 of Project Prospectus [71 |
| 07 | 12] and location map). [71 |
| 08 | 12] [71 |
| 09 | 12] [71 |
| 10 | 12] [71 |

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 99,800 | | 11,700 | | | 111,500 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17

**(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: 4-10-84

**(D) REVIEW REQUIRED by A-95** Yes ☒ 31 No ☐ 32

**(E) ENVIRONMENTAL IMPACT** Yes ☐ 33 No ☒ 34

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 35 No ☒ 36

| | | | |
|---|---|---|---|
| (G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH [42<br>May | 43] DAY [44<br>29 | 45] YEAR [46<br>1984 |

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4-10-84*

VI. If project includes state funds (12C), identify agency OSHD

## STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 project, categorical exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID # | |
| SECTION<br>Oregon Coast Hwy. @ East Devils Lake Road | REGION<br>2 |

ESTIMATED RIGHT-OF-WAY IMPACTS

Two small parcels of right-of-way are required for turn radii and signal pole installation. Minimal impact is expected.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The proposed project would have no land use impact. The project is consistent with both Lincoln City and Lincoln County plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project will regulate vehicle flow thereby improving both traffic service and safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

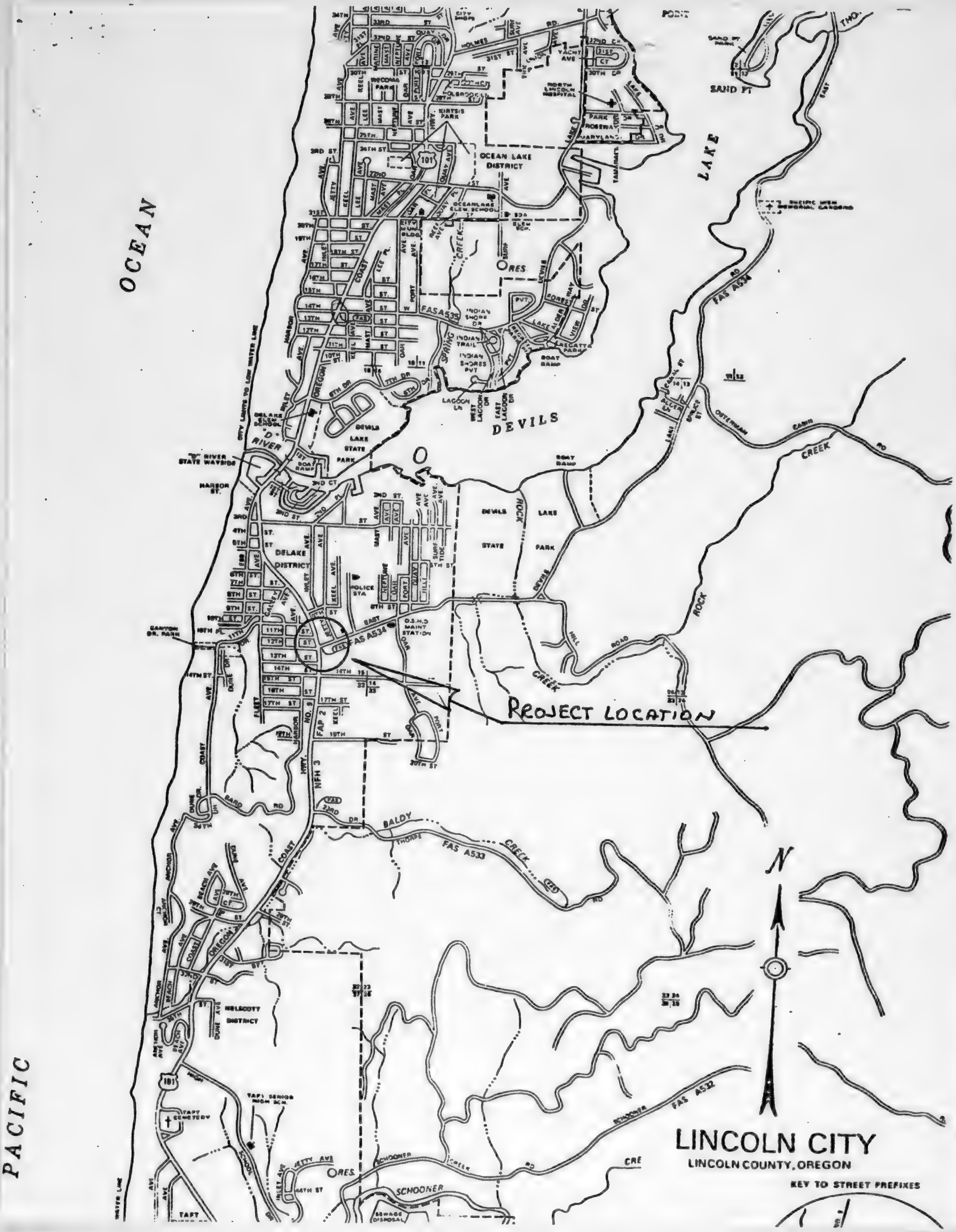
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is safety and traffic service oriented. Minimal impact would result on the environment.

OTHER DOCUMENTATION

| | | |
|---|---|---|
| PREPARED BY<br>X Eb Engelmann | TELEPHONE NUMBER<br>378-8486 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |

734-1913 (7-82)


PACIFIC
OCEAN
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LAKE
OCEAN LAKE DISTRICT
DELAKE DISTRICT
NELSCOTT DISTRICT
DEVILS LAKE STATE PARK
DEVILS ROCK LAKE STATE PARK
"D" RIVER STATE WAYSIDE
"D" RIVER
NORTH LINCOLN HOSPITAL
SAND PT
ROCK CREEK
SCHOONER CREEK
BALDY CREEK
FAS A534
FAS A533
FAS A532
FAS A535
FAP 2
NFH 3
101
PROJECT LOCATION
N
LINCOLN CITY
LINCOLN COUNTY, OREGON
KEY TO STREET PREFIXES

[illegible]

[illegible] 7-6-81
Lincoln City

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
**TRANSPORTATION BUILDING, SALEM, OREGON 97310**

In Reply Refer to
File No.:
ENV 3

March 28, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Oregon Coast Hwy. @ E. Devils Lake Road
Oregon Coast Highway
Lincoln County
F-2-4(11)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council of Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachments (4)

CONCURS

For Division Administrator Date
Federal Highway Administration
Oregon Division

ENVIRONMENTAL SECTION
April 24, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Norm Davis
Surfacing Design
General Files
D. O. Christensen
Rick Sjolander
Ken Husby
William Fretwell

Form 734-3122

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Oregon Coast Hwy. @ East Devils Lake Road

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Two small parcels of right-of-way are required for turn radii and signal pole installation. Minimal impact is expected.

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The project will regulate vehicle flow thereby improving both traffic service and safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

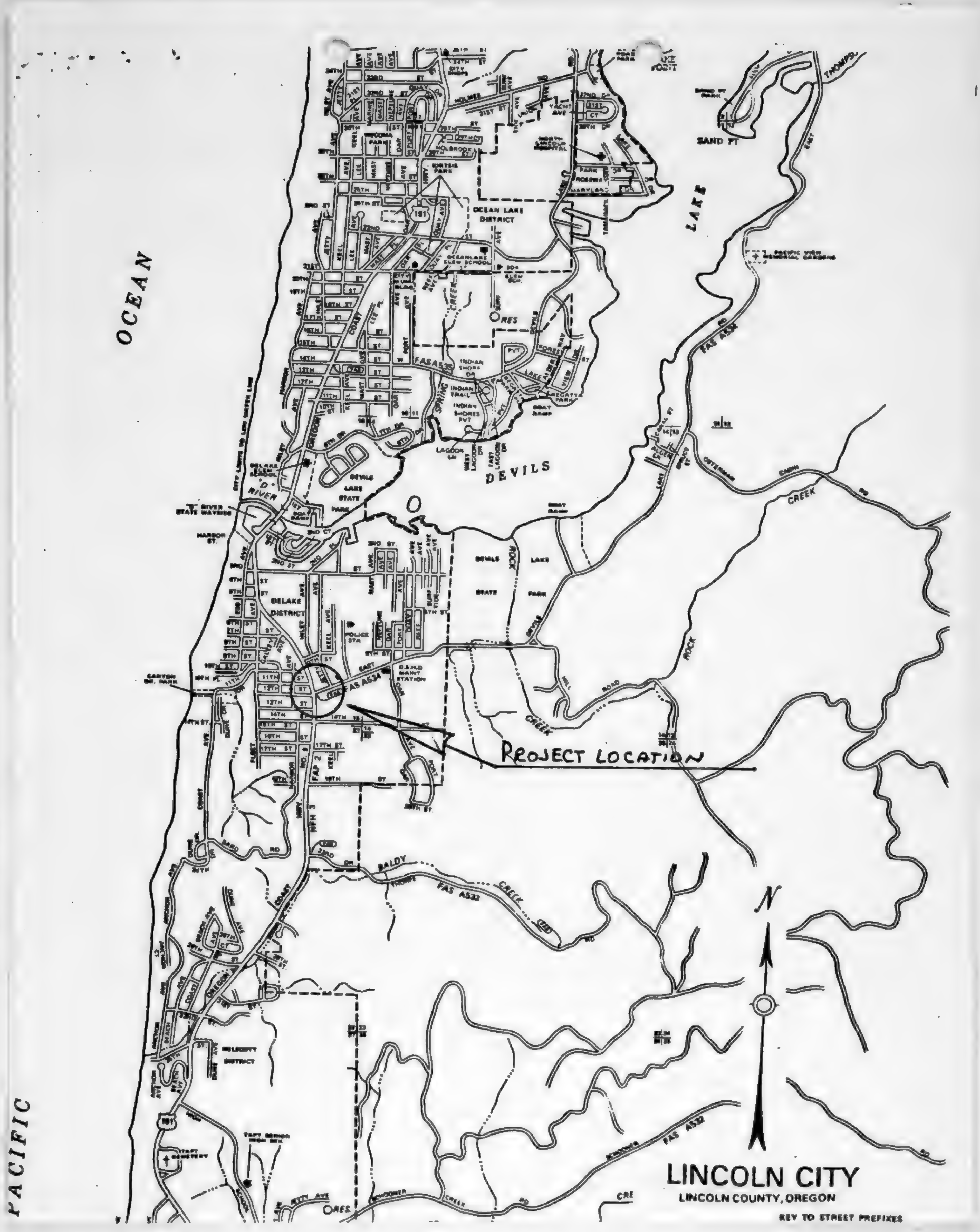
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is safety and traffic service oriented. Minimal impact would result on the environment.

OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X Eb Engelmann | 378-8486 | April 20, 1984 |


PACIFIC
OCEAN
DEVILS
LAKE
SAND PT
OCEAN LAKE DISTRICT
DELAKE DISTRICT
TAFT
DISTRICT
DEVILS LAKE STATE PARK
"D" RIVER
"D" RIVER STATE WAYSIDE
ROCK CREEK
BALDY CREEK
SCHOONER CREEK
FAS A534
FAS A533
FAS A532
NFH 3
FAP 2
101
POLICE STA
O.S.H.D. MAINT STATION
CANYON DR. PARK
PROJECT LOCATION
N

LINCOLN CITY
LINCOLN COUNTY, OREGON

KEY TO STREET PREFIXES

10,023 9p

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

January 19, 1984

J. H. Versteeg
Road Design Engineer

Files 53827 and 53828
Oregon Coast Hwy. @ E. Devils Lake Rd. Section
Oregon Coast Highway
Lincoln County

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project.

By:
ORIGINAL SIGNED BY
W. H. WAKERLIG
W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9W

ROAD DESIGN SECTION 378-6558

D. O. Christensen
Region 2 Engineer, SALEM

January 19, 1984

W. H. Wakerlig
Right of Way Descriptions Supervisor

Oregon Coast Hwy.
@ E. Devils Lake Rd. (Lincoln City) Section
Oregon Coast Highway
Lincoln County

We are forwarding herewith a reproducible map (9B-23-13) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Designer Draftsman

ALD:rlr
Attachment

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trost
Wakerlig

RECEIVED
JAN 20 1984
ROAD DESIGN SECTION

Do Not File ☐
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Action

10 [illegible] r11

TKH 7-6-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| 3. FROM<br>Dale E. Wilken, Division Administrator<br>FHWA - Oregon Division | 4. PROGRAM NO.<br>5. ITEM NO. 30003 | 1. FEDERAL-AID PROJECT NO. F-2-4(11) [illegible]<br>2. STATE PROJECT NO. See below City<br>2A. COUNTY NAME Lincoln |

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 6/17/83 | Primary 2 | Primary 9 |

10. GENERAL LOCATION:

East Devils Lake Road Intersection

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Potter's letter of 6/15/83 I approve the revised Preliminary Engineering Costs to a TEC of $26,500 Federal Funds $23,367.

(Increase TEC $6,500 Federal Funds $5,731)

RECEIVED
STATE HWY ENGR
JUN 24 '83
REFER TO Potter
FOR
Info | Invest | R/D | D.R | Sign | Act | File

Orig. 6/24

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 6/17/83 | | for Division Administrator |

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

10,093

File 21-1914

9 N

**STATE OF OREGON** **INTEROFFICE MEMO**

2nd Dr

**TO:** Don Adams
Final Design Engineer

**DATE:** May 23, 1983

**FROM:** Don Thurston
Region Location Supervisor

Don Thurston

Intchge

**SUBJECT:** East Devils Lake Rd Intersection (Lincoln City)
Oregon Coast Highway
Lincoln County
Prefix 21-1914

1 Versteeg ✓
Anderson
2 Adams ✓
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 26 1983
ROAD DESIGN SECTION

Region Traffic Supervisor, Don Wagner, advises that left turn channelization should be provided for northbound traffic to 12th Street.

Please include this feature in the channelization design.

[illegible]

DT:sr

cc: C.O. Fredrickson
File

81-125-1387

Contains Recycled Materials

10 573

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: East Devils' Lake Rd Intersection (Lincoln City)

REGION: 2

## SURVEY AUTHORITY

AUTHORIZATION NO.: 2

PREFIX: 21-1914

DATE: 5-17-83

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 13,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 500 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | | 935 SOILS | | 600 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 200 |
| 905 FINAL DESIGN | | 3,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 3,000 | 938 REGION ENVIRONMENT | | 100 |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 3,000 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 1,000 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 400 | 932 RAILROAD & UTILITIES | | 200 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 26,500 |
| PREVIOUS AUTHORIZATION | | $ 20,000 |
| ADD. AUTH. REQUIRED | | $ 6,500 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-2-4(11)

LOCATION ENGINEER'S REMARKS

The northerly terminus is M.P. 115.43 - the southerly terminus M.P. 115.69.
Route follows the existing highway.
Prepare plans, specifications and cost estimate for traffic signal installation. Survey work includes R/W centerline retracement and definition.

RECEIVED
AUG 08 1983
ROAD DESIGN SECTION

Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File
Return to
Bring Up
Action

| | | | |
|---|---|---|---|
| PREPARED BY<br>Don Thurston for | DATE<br>3-3-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>8-1-83 |
| RECOMMENDED REGION ENGINEER<br>X | DATE<br>3-3-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES<br>X | DATE<br>7-29-83 |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE<br>7/28/83 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>~~10-13-82~~ 6-17-83 | |

TRA 7-6-4
Lincoln
City

February 23, 1983

City of Lincoln City
City Hall
Lincoln City, OR 97367

AGR 4

**Attention:** D. W. Works
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7741

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a construction-finance agreement for traffic signal installation on the Oregon Coast Highway at East Devil's Lake Road/12th Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Attachment

bc: Don Harwell (agreement attached)

10.083

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

December 23, 1982

NOTED
W. E. SCHWARTZ

Mr. John Thomas, P.E.
City of Lincoln City
P. O. Box 50
Lincoln City, Oregon 97367

Dear Mr. Thomas:

Your letter of December 9 authorizing us to proceed with the agreements for the construction of the signal in the north portion of Lincoln City at Devils Lake Road was received and will be hand carried where possible through our processes. It is our intent to expedite the agreement process, location and design work of this signal so that it will be operational at the earliest possible date.

As discussed with you on the phone, it is probable that our design process may take until the third week of March, 1983, before a contract letting. Prior to advertising for bids, you will be contacted to determine the target completion date. By a copy of this letter, I am advising Traffic Section personnel that it would be appropriate to have a completion date of August 1, 1983.

You also requested that consideration be given to constructing the warranted signal at Logan Road at the same time to reduce the overall contract cost. This signal is scheduled for fiscal year 1984 and funds are not now available. If staff review indicates funding is available, you will be notified. A review will also be made of the possibility of implementation of the warranted signal at Devils Lake Road near the new City post office. A staff review will also be made of the possibility of implementing this signal at that location.

You will be promptly informed of the progress of the location, design and letting of this contract and any decisions affecting these locations.

**ORIGINAL SIGNED BY**
**DAVID R. WEAVER**

David R. Weaver
Region Traffic Operations Supervisor

DRW/dlc
cc: Senator Del Isham
W. E. Schwartz
L. E. George
John Gunter

734-1867

10,073 10-18-82 Ira 7-6 Lincoln City

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST. TION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-4(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30003

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/18/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
East Devils Lake Road Intersection - signals

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $20,000 - F.F. $17,636
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/8/82.

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO Moehring
FOR

| Info | Invs | R/D | D/R | Sign | | File |
|---|---|---|---|---|---|---|
| | | | | | | |

10/22 orig

NOTED
W. E. SCHWARTZ

14. DATE 10/18/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9 W

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

DATE: August 3, 1982

PREFIX:

## 1 - IDENTIFICATION

PROJECT NAME: East Devil's Lake Rd Intersection (Lincoln City)

HIGHWAY NAME: Oregon Coast

HIGHWAY NUMBER: 9

REGION: 2

~~ADMINISTRATIVE~~ DISTRICT: 4

COUNTY: Lincoln

CITY: Lincoln City

LENGTH: 0.26

MILEPOST NUMBER: 115.43 TO 115.69

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The purpose of this project is to install a traffic signal at the East Devil's Lake Rd Intersection on the Oregon Coast Highway. Recently State Maintenance Forces repaved the section to provide channelization on the highway.

This project is to replace project #239 on the ✓Six-Year Plan with a construction date of FY 1984.

1
2 Anderson
Adams
3 Olson
Sullivan
4

RECEIVED
1982
ROAD DESIGN SECTION

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 15,800

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

| LEVEL OF SERVICE | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| | EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| | PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

DESIGN SPEED (MPH): 45

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen ✓ Watson W
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Pespin
Location Engineer
Date 8/19/82

FORM 734-1730 (12-78) Page 1

| 3 - FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 4(12') | Same |
| SHOULDERS | 2(4'- 6') | Same |
| MEDIANS | 1(16') | Same |
| PARKING LANES | -- | -- |
| SIDEWALKS | -- | -- |
| BIKEWAYS | Shoulder Bikeway | -- |
| INTERCHANGES | -- | -- |
| OTHER: | | |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☒ | ☐ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☒ | ☐ | ☐ |
| Signing | ☒ | ☐ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☒ | ☐ | ☐ |
| River ____________ | ☐ | ☒ | ☐ |
| Stream ____________ | ☐ | ☒ | ☐ |
| Storm Sewer Ext'g | ☒ | ☐ | ☐ |
| Sanitary Sewer Ext'g | ☒ | ☐ | ☐ |
| Right of Way | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

| | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☐ | ☒ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water District | ☐ | ☒ | ☐ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☐ | ☒ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Corps of Engineers | ☐ | ☒ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☐ | ☒ | ☐ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☐ | ☒ | Hydraulics Study | ☐ | ☒ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ | Soils Investigation | ☐ | ☒ | ☐ |
| Statewide Assessment | ☒ | ☐ | ☐ | Airport Clearance | ☐ | ☒ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ | Economic Analysis | ☐ | ☐ | ☒ |
| Environmental Impact Statement | ☐ | ☒ | ☐ | Requires Field Survey | ☒ | ☐ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ | Old Survey Available | ☒ | ☐ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ | Requires Vicinity Map | ☐ | ☐ | ☐ |
| Public Hearing __________ | ☐ | ☒ | ☐ | Requires Photogrammetry | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ | Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☒ | ☐ | Reconnaissance Available | ☐ | ☒ | ☐ |
| Utilities | ☒ | ☐ | ☐ | Design Review | ☐ | ☒ | ☐ |

Type Aerial Power-Telephone, Gas, Water, Sewer

## 4 - WORK ITEMS

| | TO BE PERFORMED BY | | |
|---|---|---|---|
| | APPLICANT | STATE | CONSULTANT |
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT–OF–WAY | ☐ | N/A | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | — |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | — |
| CORRIDOR APPROVAL | ( ) | — |
| FIELD SURVEY | ( 8 mo ) | 1 |
| PRELIMINARY DESIGN | ( ) | — |
| DESIGN APPROVAL/FINAL EIS | ( ) | — |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | — |
| RIGHT-OF-WAY ACQUISITION | ( ) | — |
| P.S. & E. DOCUMENTS | ( ) | 3 |

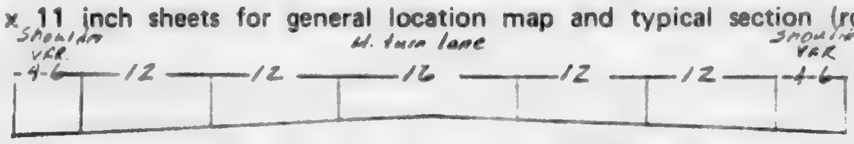
| | | |
|---|---|---|
| RECOMMENDED CONSTRUCTION DATE | FY 1984<br>(Region) | (Salem) |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| N/A | | |

## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

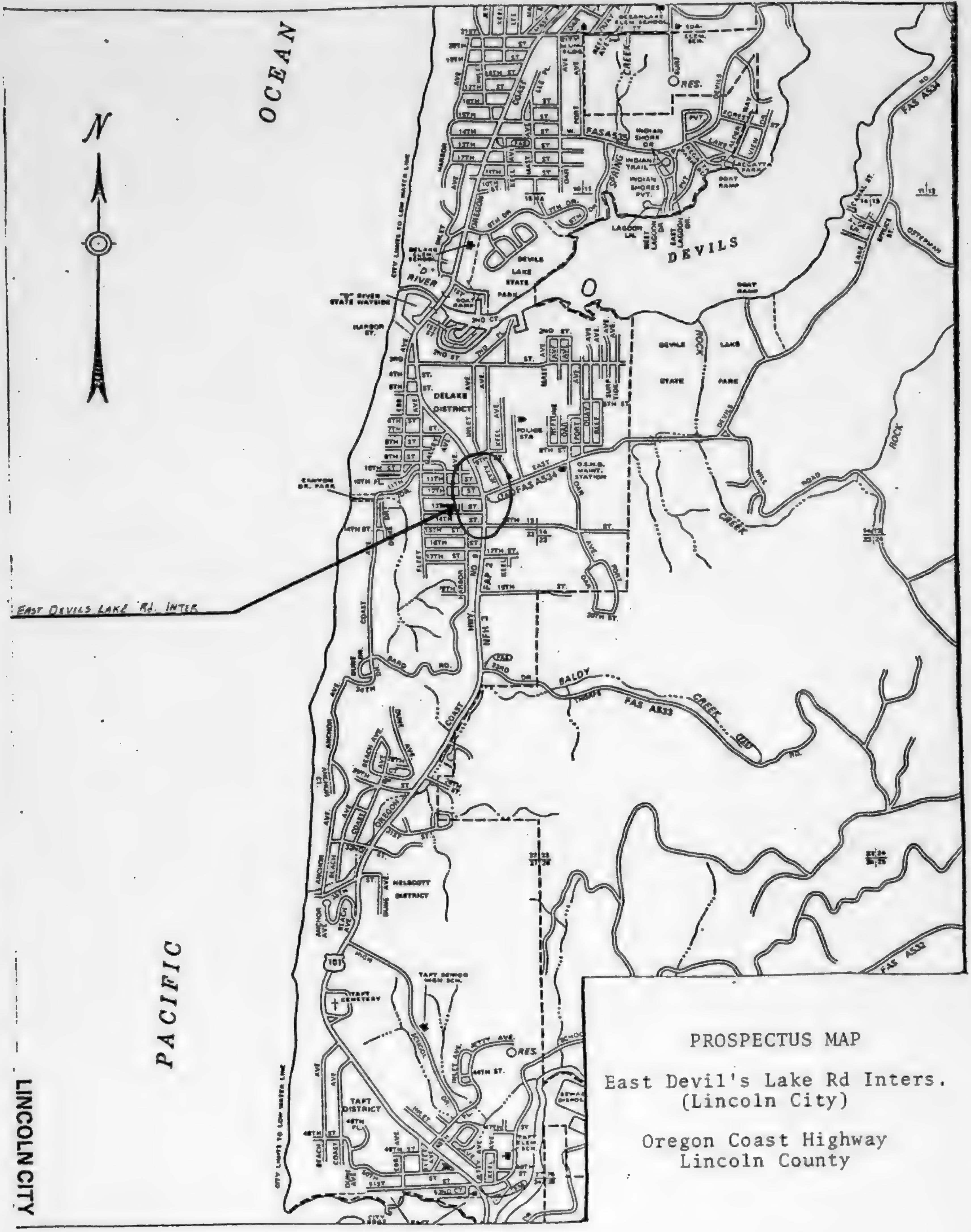

Shoulder VAR.
4-6
12
12
W. turn lane
16
12
12
Shoulder VAR
4-6

Existing Typical Section

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING ................................ | 6,000 | 16,000 |
| RIGHT OF WAY ................................ | | |
| TRAFFIC CONTROL ................................ | 57,000 | 57,000 |
| ILLUMINATION ................................ | | |
| STRUCTURES ................................ | | |
| RAILROAD ................................ | | |
| ROADWAY ................................ | | |
| OTHER ____________ | | |
| ENGINEERING & CONTINGENCIES ................................ | 23,000 | 23,000 |
| PROJECT TOTAL | 86,000 | 96,000 |

SUBMITTED BY ____________


OCEAN
PACIFIC
N
LINCOLN CITY
East Devils Lake Rd. Inter
DEVILS
LAKE
DEVILS LAKE STATE PARK
DELAKE DISTRICT
NELSCOTT DISTRICT
TAFT DISTRICT
"D" RIVER
"D" RIVER STATE WAYSIDE
FAS A534
FAS A533
FAS A532
FAS A536
FAP 2
EAST DEVILS LAKE RD.
ROCK CREEK ROAD
BALDY CREEK RD.
POLICE STA
O.S.H.D. MAINT. STATION
TAFT CEMETERY
TAFT SCHOOL HIGH SCH.
RES.
CITY LIMITS TO LOW WATER LINE
101

PROSPECTUS MAP

East Devil's Lake Rd Inters.
(Lincoln City)

Oregon Coast Highway
Lincoln County

10 [illegible]

[illegible] Lincoln City

Form 41-734-3030

(EDL0001)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

A534

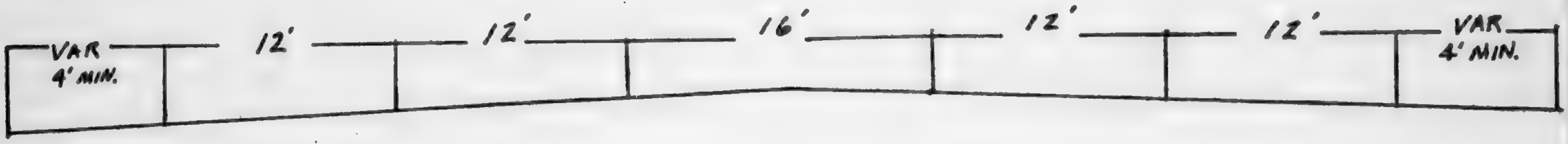
Section East Devil's Lake Rd Inters (Lincoln City) Date August 3, 1982

Highway Oregon Coast Highway #9 Authorization No. 1

County Lincoln #21 Survey Prefix 21-1914 (Assigned by Salem office)

Description of termini, route, length, etc.:

The north terminus is M.P. 115.43 on the Oregon Coast Highway. The south terminus is M.P. 115.69. Length is 0.26 miles. Route follows the existing highway.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications, and cost estimate for traffic signal installation.

Estimate of Cost:

| | | | | | |
|---|---|---|---|---|---|
| Project Manager | (901) | ~~$4,000~~ 8,000 | Utility Engineer | (932) | 200 |
| Final Design | (905) | 3,000 | Surfacing Engineer | (933) | 500 |
| Region Geology | (910) | 1,000 | Soils Engineer | (935) | 600 |
| Traffic Section | (911) | 3,000 | Region Traffic | (936) | 200 |
| Utility Liaison | (914) | 400 | Region Environmental | (938) | 100 |
| Program Management | (920) | 200 | | | |
| Specifications | (921) | 2,500 | | | |
| Adm. Serv. (Eng.) | (922) | 100 | | | |
| Environmental Section | (923) | 200 | | | |

F-2-4(11)
10-18-82

on HIP 80,000 FA

10-6-82

Total estimated cost of survey . X . . . $ ~~16,000~~ 20,000

Previous authorization . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
AUG 20 1982
LOCATION SECTION

Requests made by:
Don Thurston
Field Engineer

Recommended for Approval:
Frank E. Perkin
Location Engineer

Recommended for Approval:
Phillip O. [illegible] for
Regional Engineer

Approved:
Gary A. Potter for
Assistant State Highway Engineer

SP*19760-734

MH

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
NOV 25 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

November 25, 1981

In Reply Refer to
File No.:
TRA 7

The Honorable Dell Isham
State Senator
P. O. Box 476
Lincoln City, OR 97367

Dear Senator Isham:

As promised, we will try to keep you abreast of the progress of the various investigations associated with your letter of September 3, 1981 concerning the City of Lincoln City.

A previous investigation conducted regarding possible signalization at the intersection of US101 and East Devils Lake Road resulted in findings that the signal was warranted. This location has been placed on the Statewide Signal Priority List awaiting funds. We were hopeful that it might be possible to fund this signal installation using Federal Title II Safety Funds, but an analysis of the traffic data for the intersection indicated that Title II Safety Funds could not be justified. This project is on the preliminary draft of the Six-Year Highway Improvement Program scheduled for Fiscal Year 1984. As you know, public hearings have been held and the Oregon Transportation Commission will soon be evaluating the public input and publishing a final Six-Year Program. Therefore, this signal and the one at Logan Road (Fiscal Year 1985) could have revised positions on the final program.

An investigation has been completed at the intersection of US101 and South 32nd. None of the standard warrants that Oregon uses as criteria were found to exist.

Our Region office has advised that they are in the process of conducting a complete speed zone reinvestigation throughout Lincoln City. I have been asked to provide some assistance and expertise in this study. When a final report is available, it will be presented to the State Speed Control Board for its consideration. You and the City will be advised of the action taken.

The idea of providing a continuous left-turn lane (fifth lane) could be accomplished throughout the existing four-lane sections by removing (prohibiting) curb parking. I am sure that this would result in extreme controversy. Construction to widen US101 to provide both a continuous left-turn lane and parking would cause loss of frontage and in some cases, could result in closure of businesses. I would hesitate to recommend a five-lane section through most of Lincoln City.

TRA 7-4-11

At this time, the development of East Devils Lake Road as a truck route would seem difficult due to the lack of sufficient base material and the pavement condition. A more detailed analysis will be made when additional data is obtained as requested from Mr. Tom Cowgill, Oceanlake Sand and Gravel. I will advise you further on this item.

The construction of a "new" connection to Logan Road from Otis Junction (US101-ORE18) would have to be placed on the Six-Year Program. Residents along this roadway might have a legitimate objection to the "through" traffic such a facility might develop. The number of persons such a facility might serve might be relatively low and a benefit/cost computation might place construction low on a priority basis.

Further field investigation will be necessary concerning utilization of West Devils Lake Road as an alternate bypass route. Preliminary indications are that the roadway is narrow, portions are residential in nature, the alignment is adverse and possible time saving or safety might not be served. A field reconnaissance will be conducted including trip timing, etc., prior to making a decision to improve signing. A contact with the City will also be necessary.

TRA 7-11

The proposal to provide a pedestrian walkway under the "D" River Bridge is being considered but additional right of way for access might be required. The biggest concern would be the need for constant debris cleaning to keep the facility safe for pedestrians.

Sincerely,

L. E. George, P.E.
Traffic Engineer

LEG:ds

bc: F. B. Klaboe
H. S. Coulter
C. O. Fredrickson

September 17, 1981

CON 21
TRA 7

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
c/o Yturri, Rose, Burnham and Ebert
89 S. W. Third
Post Office Drawer S
Ontario, Oregon 97914

Dear Tony:

Enclosed is a suggested reply to Willamette Industries concerning their request to improve Highway 20 between Vail Creek and Sweet Home. They wrote an identical letter to me.

With reference to the traffic congestion problems in Lincoln City, I am enclosing a copy of Bud George's reply to Senator Isham for your information.

If you have any questions or need anything further, please let me know.

Sincerely,

F. B. Klaboe
Director

FBK:fn

Enc.

bc H. S. Coulter
L. E. George
C. O. Fredrickson

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 15, 1981

In Reply Refer to File No.:
TRA 7

Senator Dell Isham
Oregon State Senator
3231 W. Devils Lake Road
Lincoln City, Oregon 97367

Dear Dell:

Your September 3, 1981 letter, discussing traffic problems in Lincoln City and outlining eight suggested items to consider, make some valid points. I'm sure they would relieve some of the traffic congestion.

I am going to ask Mr. C. O. Fredrickson, our Region Engineer, and his Traffic Engineer, Dave Weaver, who you know, to do the investigative work that some of your suggestions will require. It will be necessary to work with the City on several of the items since they involve facilities under the jurisdiction of the City. The idea of an alternate route around Lincoln City certainly has merit. East Devils Lake Road is a possibility, but the vertical and horizontal alignment may be a problem. There may also be a subbase structural problem, but it is certainly worth looking into.

As you know, the State Speed Control Board did last September take action to bring the various highway sections through Lincoln City closer to a consistent speed zone. The study that was completed last year will be updated and reviewed in light of the intense development occurring in the Lincoln City area.

It will require varying amounts of time to make the investigative studies, but I will keep you briefed as we complete them. We are aware of the traffic study being done by a consultant for the City. Dave Weaver is our liaison with the City and the consultant on this project.

I appreciate the information that you provided concerning Tillamook. It will be brought to the attention of the State Speed Control Board and made part of the information they review.

Sincerely,

L. E. George
Traffic Engineer

cc: Mayor Al Hatton
Kent Taylor
Stan Ouderkirk, Anthony Yturri
bc: F. B. Klaboe w/att.
H. S. Coulter W/att.
C. O. Fredrickson W/att

Send cc Mackey
attach to packet of
those handling
Newport meeting

RECEIVED
STATE HWY ENGR
SEP 17 '81
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

Form 734-3122

Lincoln City
Chamber
of Commerce

P.O. Box 787
Lincoln City, OR 97367
Phone 994-3070

"Your first choice on the Central Oregon Coast"

September 15, 1981

Mr. L. E. "Bud" George
Traffic Engineering Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. George:

On behalf of the Lincoln City Chamber of Commerce I would like to add our endorsement to Senator Isham's recommendations concerning the traffic problems on Highway 101.

The business sector and the community at large, I am sure, would be most appreciative of any consideration in regard to our traffic situation.

It is unfortunate that we must reach a point where lives are lost before any action or responsibility is assumed in such matters. Hopefully, positive steps will be taken immediately to arrest the problem before further fatalities occur.

Thank you for your cooperation.

Sincerely,

Leslie L. Norris
Executive Director

LLN:kjm

pc: Mayor Al Hatton
City Manager Kent Taylor
Commissioner Stan Ouderkirk
Senator Dell Isham

NOTED
L.E. GEORGE

RECEIVED
SEP 16 1981
TRAFFIC ENGINEERING

Date: 9/9, 1981
Comm r. Strand
Comm r. Stuart
Comm r. Cuderkirk
Approved ☐
Denied ☐
Forward:
Planning ☐
Engineer ☐
Surveyor ☐
Acctg ☐
Counsel ☐
Other ☐
Action Requested:

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310

3231 W DEVILS LAKE ROAD
LINCOLN CITY, OREGON 97367

SENATOR DELL ISHAM
DISTRICT 2
MAJORITY LEADER
(503) 378-8173

September 3, 1981

Dear ole Ernie. I thought you would get a kick out of this letter. I love the Buddy bit. — Dear Bud — Miss you — we had a nice trip home & [illegible]

Mr. L. E. "Bud" George
Traffic Engineering Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Bud:

The problems of traffic congestion continue to become an increasing concern in Lincoln City and other coastal parts of my district.

In recent weeks, Lincoln City has been subjected to traffic jams stretching for miles. There have also been five fatalities in three separate accidents in the last two weeks. Crossing Highway 101 in most parts of Lincoln City is an impossibility in the summer.

Local residents have contacted me with grandiose plans to "solve" the problem. I have tried to explain that major changes such as a by-pass, or making Highway 101 one-way, while making either Jetty Avenue or West Devils Lake Road one-way in the opposite direction,are not feasible and are too expensive.

Nevertheless, the problem continues to increase even though you have been very helpful in getting two needed traffic signals. Tourism, of course, is a great part of the problem. But we cannot be expected to cut our economic base in order to solve problems of congestion.

I believe that many minor changes could help solve the problem. Some could be instituted right away, and others would take coordination with the city and the county. The following is a partial list of changes which would improve traffic flow in Lincoln City, and which I would like you to consider:

1. A traffic signal at East Devils Lake Road and Highway 101. (Study of this area should be made right away since a shopping center will be under construction at this location soon. It is also the intersection leading to the Post Office and the Police Station.)

2. A traffic signal at South 32nd. and Highway 101.
3. A consistent speed limit throughout Lincoln City.
4. A four-lane highway and/or a center turning lane the entire length of Lincoln City.
5. Make East Devils Lake Road a truck route so trucks would be required to bypass north Lincoln City.
6. Establish a road from Highway 101 at the Highway 18 intersection to the north end of Roads End. (This may also require coordination with the federal government.)
7. More clearly sign West Devils Lake Road as an alternate route through north Lincoln City.
8. Provide a pedestrian walkway underneath the "D" River bridge.

All of these are modest and relatively less expensive methods of improving traffic flow through Lincoln City. I hope you will consider these. The city could also help alleviate the problem by establishing off-street parking.

I understand the city has commissioned an engineering study of the traffic problems. The problems are obvious, but there are great differences on what the solution should be. Since Highway 101 is the only street in this seven-mile-long city that runs the entire length, it is a state problem as much as a local problem. Your continued assistance is very much appreciated.

Another city in my district to watch closely is Tillamook. North Tillamook is experiencing commercial growth. A problem similar to Lincoln City could be developing. The City of Tillamook is requesting a 30 m.p.h. speed limit between Hoquarten Slough and Dougherty Slough. This speed change should be granted, but unlimited access to the highway should be questioned in order to prevent future problems.

I would appreciate your response to the eight items I have listed. Thank you for your cooperation.

Sincerely,

Dell

DELL ISHAM
State Senator

DI:b
cc: Mayor Al Hatton, City Manager Kent Taylor, Comm. Stan Ouderkirk

TRA 7.6-1
Lincoln City

September 17, 1980 **TRA 16**

Mr. Kent L. Taylor
City Manager
City of Lincoln City
Post Office Box 48
Lincoln City, OR 97367

Dear Mr. Taylor:

A signal warrant investigation was made at the intersection of US101 and East Devils Lake Road.

The study indicates that the new post office location on East Devils Lake Road and normal traffic growth have increased usage of this street thereby indicating the intersection does meet one warrant. As a consequence, it will be placed on our statewide priority list for installation as funding becomes available.

If you have any further questions, please contact Mr. L. E. George, our Traffic Engineer, telephone 378-6537.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Senator Dell Isham

bc F. B. Klaboe
L. E. George
C. O. Fredrickson

# INVESTIGATION
# TRAFFIC SIGNAL WARRANTS

East Devils Lake Road & South 12th St.
@ Oregon Coast Highway (M.P. 115.56)
Lincoln City, Oregon

The intersection of Oregon Coast Highway with East Devils Lake Road and south 12th Street is an offset intersection within the city limits of Lincoln City, Oregon. There is a field on the northeast corner with a motel next to it, further north. There is also a field on the southeast and southwest quadrant. An auto parts store is located south of the field on the west side of Oregon Coast Highway. Small business are located on the northwest quadrant. Off-street parking is provided along the west side of the Oregon Coast Highway in front of the small businesses and the auto parts store. There is a painted crosswalk from the northeast corner to the northwest corner of this intersection. Oregon Coast Highway has two lanes of traffic in either direction. East Devils Lake Road and south 12th Street have one lane of traffic in either direction. This intersection is presently signed as a two-way stop with south 12th Street and East Devils Lake Road stopping and Oregon Coast Highway being free flowing. Speed is restricted to 30 mph on Oregon Coast Highway. The post office is located on East Devils Lake Road. The Oregon State Highway Division shops are also located on East Devils Lake Road.

A 16-hour manual traffic count taken on August 11 and 12, 1980, indicates that 20,253 vehicles entered the intersection in a 24-hour period. Of the total traffic; 49.5% entered from the north, 42.5% entered from the south, 70% entered from the east and 1.0% entered from the west. Of the traffic from the north; 0.6% turned right onto south 12th Street, 7.3% turned left onto East Devils Lake Road, with 92.1% continuing through the intersection southbound. Of the traffic from the east; 62.0% turned right onto Oregon Coast Highway, 36.6% turned left onto Oregon Coast Highway, with 1.4% continuing through the intersection westbound. Of the traffic from the south; 7.2% turned right onto East Devils Lake Road, 1.2% turned left onto East Devils Lake Road, with 91.6% continuing through the intersection northbound. Of the traffic from the west; 56.1% turned right onto Oregon Coast Highway, 33.3% turned left onto Oregon Coast Highway, with 10.6% continuing through the intersection eastbound.

Ore Coast Hwy @ E.
Devils Lake Rd. & 12th St.

The traffic accident history from 1-1-75 through 12-31-79 indicated that 9 accidents have occurred at this intersection during that period of time. There were 4 personal injuries. One accident in which there were no personal injuries occurred within the last 12 months of the study period. This accident was not of a type considered to be preventable by a traffic signal.

The traffic signal warrant comparison sheet indicates that the minimum vehicular volume warrant was met seven out of the eight hours. The interruption of continuous traffic warrant was met eight out of eight hours. There were no accidents within the last 12 months of this study period that would have been prevented by a traffic signal. Since the population of Lincoln City is less than 10,000, seventy percent of the standard warrants were used.

Since the interruption of continuous traffic warrant was met at this intersection, A signal installation would be warranted, and we recommend that this intersection be placed on the Statewide Priority List for signalization.

DB/rgb

1985 Hayesville Intchge. 10,084
(Salem) Sec, Pac. Hwy. in Salem
(grading and paving)

April 21, 1986

CON 5 - #10,084

United Pacific Insurance Company
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On April 8, 1986, we wrote to you concerning release of final payment on Contract No. 10,084 awarded to Mocon Corporation for work on the Hayesville Interchange (Salem) Section of the Pacific Highway in Marion County.

Final payment on this contract is $8,167.01 and the total contract amount is $154,099.85. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

10,084

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#10084

**TO:** Robert Gormsen
Manager, Commission Services

**DATE:** March 27, 1986

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10084, On Site Work Substantially Completed 8-19-85

All Work Completed 2-6-86

Project Hayesville Interchange (Salem)

Highway Pacific

County Marion

Type of Work Grading and Paving

Contractor Mocon Corp.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-8-86 - Surety letter written.

Noted
Gormsen

RECEIVED
APR 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

[illegible] N

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: HAYESVILLE INTERCHANGE (Salem)

WEEK ENDING: October 19, 1985

SECTION PREFIX: C10084

HIGHWAY: Pacific

COUNTY: Marion

NAME OF JOB: Hayesville Interchange (Salem)

KIND OF WORK: Grading and Paving

CONTRACTOR: Mocon Corporation

CONTRACT NUMBER: 10084

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 3, 1985

DATE WORK STARTED: August 4, 1985

ESTIMATED COMPLETION DATE: August 22, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 15

WORK DAYS USED

CALENDAR DAYS USED 16

SPECIFIED COMPLETION DATE: August 22, 1985

PERCENT OF TIME ELAPSED: 107

PROJECT AUTHORIZATION: $ 195,386.85

EXCLUSIVE OF ENGINEERING: $ 179,893.62

ENGINEERING AUTHORIZATION: $ 15,493.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 179,894

ENGINEERING COST TO DATE: $ 11,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 71 %

DATE PROJECT WAS COMPLETED: August 28, 1985

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | 100 | 100 | 100 | 100 | 0 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 2,500 cy | 3,235 T | | | 700 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 2,686 cy | 3,344 T | | | 758 T |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 2,686 | 3,344 | | | 758 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 13 | | | | |
| MONDAY 14 | | | | |
| TUESDAY 15 | | | | |
| WEDNESDAY 16 | | | | |
| THURSDAY 17 | | | | |
| FRIDAY 18 | | | | |
| SATURDAY 19 | | | | |

CAE ---- RECEIVED LS____ TC____
COE OM
OE ________ SA____ CC____
CA K OCT 21 1985 FE____ CP____
CAM ________ CONSTRUCTION PQC____
EEO________ SECTION QCS
FILE________

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | Week ending 10-19-85. |

## REMARKS

Project Managers crew: 1

Semifinal data submitted to Region Office October 15, 1985.

FINAL REPORT.

DISTRIBUTION: Construction
Region
Files

SIGNED Kenneth L Stoneman LOCATION Salem
Kenneth L. Stoneman, Proj. Mngr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1985 Umatilla/Stanfield Hwy.-SE 10,085
8th St. (Hermiston) Sec,E. Highland
Ave. (gr, pav.)

C+A 8032 03-15-84

10,685

NEIL GOLDSCHMIDT
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 5, 1988

In Reply Refer to
File No.:

City of Hermiston
295 E Main Street
Hermiston, OR 97838

RE: Project Name: Umatilla/Stanfield Hwy. SE 8th
Federal Aid No.: M7100 (1) (2)
Pool Account No.: 4911

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $3,113.96 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Janice Henry
Janice Henry, Manager
Billings, Research, and Revenue

JH/AH/dat

cc: Oregon State Treasurer
Local Government Investment Pool

Form 734-3122 (1-87)

10,085

# OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 25, 1988

CITY: HERMISTON AGREEMENT NO: 8032 PROJECT NO: M-7100(1)(2)

CONTRACT NO: 10085 SECTION: Umatilla/Stanfield Hwy.-SE 8th St.

PRELIMINARY ENGINEERING (M-7100(1) Prefix No. 330-1992):

| | |
|---|---|
| Project Manager | $ 150.86 |
| Final Design | 373.20 |
| Location | 23.12 |
| Program Section | 92.82 |
| Specifications | 1,039.48 |
| Surfacing Design | 71.18 |
| Work by City | 7,907.20 |
| Audit Expense | 511.68 |
| TOTAL PE COST | $ 10,169.54 |

CONSTRUCTION (M-7100(2) Prefix No. 330-1013 & C10085):

| | |
|---|---|
| Payment to Contractor | $256,014.92 |
| Interest On Final Payment | 1,198.07 |
| Credit Liquidated Damages | (1,350.00) |
| Construction Engineering | 560.63 |
| Project Manager | 3,731.76 |
| Work by City | 13,639.92 |
| Construction Section | 364.37 |
| Materials Testing | 1,685.96 |
| Utility Liaison | 24.87 |
| Final Design | 252.00 |
| Specifications | 80.35 |
| Region Office | 157.05 |
| Training | 168.20 |
| Program Section | 77.28 |
| Audit Expense | 480.99 |
| Highway Accounting | 18.00 |
| TOTAL CONSTRUCTION COST | $277,104.37 |

SUMMARY:

| | |
|---|---|
| TOTAL PE COST | $ 10,169.54 |
| TOTAL CONSTRUCTION COST | 277,104.37 |
| TOTAL PROJECT COST | $287,273.91 |
| Less Federal Funds (Limited): | |
| PE | $ (1,543.21) |
| CONST. | (217,085.79) |
| BALANCE | $ 68,644.91 |

| | |
|---|---|
| Less State Share: | |
| P.E. = ($1,543.21 ÷ 81.79%) x 9.105% = | $ (171.79) |
| Const. = ($217,085.79 ÷ 81.79%) x 9.105% = | (24,166.35) |
| CITY SHARE | $ 44,306.77 |
| Less Advance Deposit 6-19-85 Acct. #4911 | (30,000.00) |
| Less Advance Deposit 7-15-85 Acct. #4911 | (60,360.00) |
| Amount released to City from Acct. #4911 | 42,939.27 |
| REFUND TO CITY FROM ACCT. #4911 | $ 3,113.96 |

GEZ:pf

cc: Diane Galida
Roger Lang
LPG Files

10,075

[illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Memo to Files

DATE: December 29, 1987

FROM: Clifford P. Laux
Clifford P. Laux
Sr. Federal Aid Programmer
Program Section

SUBJECT: M-7100(1) & M-7100(2)

Federal Funds were originally limited by the city to a maximum of $176,215 for both the P.E. and construction. When the PS&E and project agreement for construction were set up, we used the full federal-aid pro-rata at clauses "A" percentage to avoid the federal funds becoming a set amount. We were later asked to reduce the federal funds to the above amount which we then did by modification of the project agreement. Funds were adjusted based on the final voucher submitted and approved on the P.E. Subsequently, another bill was received from the city for further P.E. costs. The city decided then that they would like to apply another year's apportionment of funds ($42,414.00) to these projects and Gary Zehner then informed me that the total federal funds now available on the projects would be $218,629.00. No action was taken towards further modification of the construction project agreement since we were waiting for a post final voucher based on the city's later bill for P.E. costs. In talking with Diane Galida and Gary Zehner on 11-13-87, it was brought forth that since the city has to pay for costs over and above the available funding that the P.E. final would stand and all additional federal funds up to a maximum of $217,085.79 for construction and $1,543.21 for P.E. would be used. Diane is finaling the construction and will, therefore, send the final voucher over for the $217,085.79 and no further action is required on our part.

CPL:pf
11-13-87
9:45 a.m.

6

(ORIGINAL) 11-13-87

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

10005

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO. C330 1013 C 10085

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capital Building
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 6-5-85
TO 9-23-87

FEDERAL AID PROJECT NO. M - 7100 (2)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | Limited Federal Funds | | |
| 277,104.37 | 265,418.50 | .8179 | 217,085.79 | 217,085.79 | -0- |

W32

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| OREGON | | Controller |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

| | |
|---|---|
| AMOUNT SUBMITTED | |
| ADJUSTMENTS | |
| AMOUNT APPROVED | |

SIGNATURE OF FHWA REPRESENTATIVE
*(SIGN ORIGINAL ONLY)*

DATE APPROVED

FORM PR-20
(REV. 5-75)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Umatilla/Stanfield Hwy. - S.E. 8th St. (Hermiston) Section | | | | | |
| | HIGHLAND AVENUE | | | | | |
| | Umatilla County | | | | | |
| | Construction | | | | | |
| | Type Code I000 | | | | | |
| | Roadway (Sta. 4 + 95 to Sta. 31 + 35) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $ 256,014.92 | |
| | Construction Engineering | | | | | |
| | Liquidated Damages | Lump Sum | | | (1,350.00) | |
| | Work by City of Hermiston | All Required | | | 10,753.58 | |
| | TOTAL PARTICIPATING CONSTRUCTION ENGINEERING | | | | 9,403.58 | |
| | TOTAL PARTICIPATING PROJECT COST | | | | $ 265,418.50 | |
| | NON PARTICIPATING PROJECT | | | | | |
| | Interest on Final Payments | All Required | | | $ 1,198.07 | |
| | Construction Engineering | All Required | | | 7,601.46 | |
| | Work by City of Hermiston | All Required | | | 2,886.34 | |
| | TOTAL NON PARTICIPATING PROJECT COST | | | | $ 11,685.87 | |
| | TOTAL PROJECT COST | | | | $ 277,104.37 | |
| | City was Paid $13,639.92 | | | | | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 11-19-87 | | | | | |
| | AMOUNT CARRIED FORWARD ........ | | | | | |

```
                        JOB COST SUMMARY RUN ON  01-13-88
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 01/08/88

                                          CREW    MSA                CURRENT          BALANCE TO
EA         SUBJOB ACTIVITY  OBJ-DETAIL  NUMBER  FIELD                MONTH              DATE
--         ------ --------  ----------  ------  -----               -------          ----------
C10085     000              001 Req. time  8221  Materials                                  66.58
OBJ-DETAIL 001                                                                             66.58

C10085     000              136 Printing   0500  Hwy. Accting                                6.36
                                & Repod.
OBJ-DETAIL 136                                                                              6.36

C10085     000              146 Freight &  8067  Proj. Mgr                                 124.38
OBJ-DETAIL 146                  Express                                                   124.38

C10085     000              504            7000  Road Design                                75.35
C10085     000              504 Blueprint  7363  Technician Des. Crew                      252.00
C10085     000              504            8007  Proj. Mgr. Reg. 2                           7.20
OBJ-DETAIL 504                                                                            334.55

C10085     000              550 Equip      8215  Portland Gen. Insp Crew                    14.00
OBJ-DETAIL 550                  Rent.                                                      14.00

C10085     000              555 Hwy Data   0521  Hwy. Accnting                              11.86
C10085     000              555 entry      0531  Data entry                                  1.58
C10085     000              555            0913  Operations Servi. Gr.                       1.32
OBJ-DETAIL 555                                                                             14.76

ACTIVITY                                                                                  560.63 SUBTOTAL Const. Engr. ✓

C10085     000      010     001 Req. time  0813  Final Estimates                           252.95
C10085     000      010     001 "  "       0821  Quality Control                           111.42
OBJ-DETAIL 001                                                                            364.37

ACTIVITY   010 Supv. & Adm.                                                               364.37 SUBTOTAL Const. Sec. ✓

C10085     000      900     001 "          5000  Reg. 5                                    317.38
C10085     000      900     001 "          5011  Reg. Geology                              362.73
C10085     000      900     001 "          8014  Proj. Mgr. Reg. 2                          49.61
C10085     000      900     001 "          8067  Proj. Mgr. Reg 5                          414.78
OBJ-DETAIL 001                                                                          1,144.50

C10085     000      900     030 O.T.       5000  Reg. 5                                    108.30
C10085     000      900     030 "          5011  Reg. Geology                               22.47
C10085     000      900     030 "  "       8014  Proj. Mgr. Reg 2                           37.21
C10085     000      900     030 "  "       8067  "    "   Reg 5                             86.41
OBJ-DETAIL 030                                                                            254.39

C10085     000      900     550 Equip Rent 5011  Reg. Geology                               75.60
C10085     000      900     550 "  "       8067  Proj. Mgr. Reg. 5                          19.20

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

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PAGE     8

                    JOB COST SUMMARY RUN ON  01-13-88
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 01/08/88

                                             CREW    MSA            CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL    NUMBER  FIELD           MONTH            DATE
--          ------ -------- ----------    ------  -----          --------       ----------
OBJ-DETAIL 550
                                                                                     94.80
ACTIVITY    900 Proj. Engr. Field off.
                                                                                  1,493.69 SUBTOTAL Proj. Mgr. ✓
C10085    000     914       001 Req. time  7700 R/W Sec
OBJ-DETAIL 001                                                                       24.87
                                                                                     24.87
ACTIVITY    914 Utility Liaison
                                                                                     24.87 SUBTOTAL Utility Liaison ✓
C10085    000     920       001 Req time   0631 Prog. Sec
OBJ-DETAIL 001                                                                       77.28
                                                                                     77.28
ACTIVITY    920 Prog. Sec.
                                                                                     77.28 SUBTOTAL Prog. Section ✓
C10085    000     940       001 Req time   8007 Proj. Mgr. Req. 2                     18.26
C10085    000     940       001 "    "     8214 Port. Conc. Cr.                      113.70
OBJ-DETAIL 001                                                                      131.96

C10085    000     940       551 Mat. Test. 8067 Proj. Mgr. Req 5                  1,450.00
C10085    000     940       551 "    "     9997                                     104.00
OBJ-DETAIL 551                                                                    1,554.00

ACTIVITY    940 Materials testing
                                                                                  1,685.96 SUBTOTAL Materials Testing ✓
SUB-JOB     000 SUBTOTAL
                                                                                  4,206.80
C10085    001     020       100 Travel Exp.  8008 Proj. Mgr. Req 5                    80.00
OBJ-DETAIL 100                                                                       80.00

C10085    001     020       102 Travel Lodging  8008 "   "   "                        88.20
OBJ-DETAIL 102                                                                       88.20

ACTIVITY    020 Training
                                                                                    168.20 SUBTOTAL Training ✓
C10085    001     900       001 Req. time  8067 "   "   "                           135.52
OBJ-DETAIL 001                                                                      135.52

ACTIVITY    900 Proj. Engr. Field off
                                                                                    135.52 SUBTOTAL Proj. Mgr. ✓
SUB-JOB     001 SUBTOTAL
                                                                                    303.72
C10085    010                       349 Int.   0521 Hwy. Acctng                    1,198.07
OBJ-DETAIL 349                                                                    1,198.07 INTEREST ✓


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                    JOB COST SUMMARY RUN ON  01-13-88
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 01/08/88

                                        CREW    MSA           CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH              DATE
--         ------ -------- ---------- ------ -----           -------         ----------
C10085     010             598 Engr.   0631 Prog. Sec.                         10,184.08
OBJ-DETAIL 598                                                                 10,184.08

ACTIVITY   -                                                                   11,382.15 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                        11,382.15

C10085     011             199 Data Proc. 5000 Reg. 5                             157.05
OBJ-DETAIL 199                                                                    157.05 Region 5 ✓

C10085     011             300 Pay cont. 5000 "   "                            256,014.92
OBJ-DETAIL 300                                                                 256,014.92 Pay. Contractor ✓

C10085     011             304 Cr. Liq. 5000 "   "                              -1,350.00
OBJ-DETAIL 304                 Dam.                                             -1,350.00 credit Liq. Dam. ✓

C10085     011             598 Engr.   0631 Prog. Sec.                        -10,184.08
OBJ-DETAIL 598                                                                -10,184.08

ACTIVITY   —                                                                  244,637.89 SUBTOTAL

C10085     011    050      001 Reg. time 0570                                     365.28
OBJ-DETAIL 001                                                                    365.28

C10085     011    050      008 Spec. Paym. 0570                                     7.47
OBJ-DETAIL 008                                                                      7.47

C10085     011    050      100 Travel exp. 0500 Hdq. Accnting                      46.20
OBJ-DETAIL 100                                                                     46.20

C10085     011    050      102 Lodging exp 0500 "   "                              62.04
OBJ-DETAIL 102                                                                     62.04

ACTIVITY   050 Audit                                                              480.99 SUBTOTAL AUDIT ✓

C10085     011    900      001 Reg. time 8067 Proj. Mgr Reg 5                   1,986.38
OBJ-DETAIL 001                                                                  1,986.38

C10085     011    900      030 O.T.    8067 "  "  "                                20.17
OBJ-DETAIL 030                                                                     20.17

C10085     011    900      550 Eq. Rent. 8067 "  "  "                              96.00
OBJ-DETAIL 550                                                                     96.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                          JOB COST SUMMARY RUN ON  01-13-88
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 01/08/88

                                                CREW    MSA           CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH              DATE
--          ------ -------- ---------- ------ -----         -------          ----------
ACTIVITY      900 Proj. Engr. Field off.                                       2,102.55 SUBTOTAL Proj Engr. Field offices ✓

C10085      011      901          341 Pay Loc. Gov't. 8067   "    "    "      13,639.92
OBJ-DETAIL 341                                                                13,639.92

ACTIVITY      901 Consultant                                                  13,639.92 SUBTOTAL Pay Loc. Gov't. ✓

C10085      011      905          504 Blueprint 0100 St. Hwy. Engr.              252.00
OBJ-DETAIL 504                                                                   252.00

ACTIVITY      905 Final Design                                                   252.00 SUBTOTAL Final Design ✓

C10085      011      921          504 "     0100   "    "    "                    80.35
OBJ-DETAIL 504                                                                    80.35

ACTIVITY      921 Specs.                                                          80.35 SUBTOTAL Specs ✓

C10085      011      990          001 Reg. time 0521 Hwy. Acctng                  18.00
OBJ-DETAIL 001                                                                    18.00

ACTIVITY      990 Proj. Engrng.                                                   18.00 SUBTOTAL Hwy. Accting ✓

SUB-JOB       011 SUBTOTAL                                                   261,211.70

EA            C10085 TOTAL                                                   277,104.37


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

**OREGON STATE HIGHWAY DIVISION** 05/21/87 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO. 01 FORM 81-734-3498 REV. 8-85

SECTION UMATILLA/STNFLD HY-SE 8TH(HERMISTON)
HIGHWAY EAST HIGHLAND AVE
COUNTY UMATILLA
TYPE WORK GRADING AND PAVING

SPECIFIED COMPLETION
A) 10-31-85
B)
C)
EXTENSION
APPROVED
USED 30 CD

CONTRACTOR BLUE MOUNTAIN PAVING CO.

CONTRACT NO. C10085
F.A.P. M 7100002
E.A. C10085
AWARDED 07 03 85
ESTIMATE NO. 006
FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

| ITEM NO. | ITEM NAME | UNIT | UNIT PRICE | ORIGINAL AUTHORIZATION QUANTITY | ORIGINAL AUTHORIZATION AMOUNT | CORRECTED ESTIMATE QUANTITY | CORRECTED ESTIMATE AMOUNT | PERFORMED TO DATE 86/00/04 QUANTITY | PERFORMED TO DATE 86/00/04 AMOUNT | TO COMPLETE 86/00/00 QUANTITY | TO COMPLETE 86/00/00 AMOUNT | PARTICIPATION INDICATOR | PERFORMED SINCE LAST ESTIMATE QUANTITY | PERFORMED SINCE LAST ESTIMATE AMOUNT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00001 | R D HECTOR<br>REGN ENGR | | | | | | | | | | | | | |
| 00002 | M GARDNER<br>PROJECT MANAGER | | | | | | | | | | | | | |
| 00003 | P NAPOLITANO<br>LOC GVT/CON ENG | | | | | | | | | | | | | |
| 001 | MOBILIZATION | LUMP SUM | 145000000 | 100000 | 1450000 | 100000 | 1450000 | 100000 | 1450000 | | | 11 | | |
| 002 | TEMPORARY PROTECTION & DIR OF TRAFFIC | LUMP SUM | 55000000 | 100000 | 550000 | 100000 | 550000 | 100000 | 550000 | | | 11 | | |
| 003 | TEMPORARY SIGNS | SQ FT | 120000 | 211000 | 253200 | 238000 | 285600 | 238000 | 285600 | | | 11 | | |
| 004 | TEMPORARY BARRICADES | EACH | _ 200000 | 25000 | 50000 | 25000 | 50000 | 25000 | 50000 | | | 11 | | |
| 005 | TEMPORARY PLASTIC SAFETY MARKERS | EACH | -550000 | 20000 | 110000 | 20000 | 110000 | 20000 | 110000 | | | 11 | | |
| 006 | FLAGGERS | HOUR | 60000 | 600000 | 480000 | 600000 | 480000 | 600000 | 480000 | | | 11 | | |

**OREGON STATE HIGHWAY DIVISION** 05/21/87

## PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM 81-734-3498 REV. 8-85

SECTION UMATILLA/STNFLD HY-SE 8TH(HERMISTON)
HIGHWAY EAST HIGHLAND AVE
COUNTY UMATILLA
TYPE WORK GRADING AND PAVING

| SPECIFIED COMPLETION | EXTENSION | APPROVED | USED |
|---|---|---|---|
| A) 10-31-85 | | | 30 CD |
| B) | | | |
| C) | | | |

CONTRACTOR BLUE MOUNTAIN PAVING CO.

CONTRACT NO. C10085
F.A.P. M 7100002
E.A. C10085
AWARDED 07 03 85
ESTIMATE NO. 006
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

| ITEM NO. | ITEM NAME | UNIT | UNIT PRICE | ORIGINAL AUTHORIZATION QUANTITY | ORIGINAL AUTHORIZATION AMOUNT | CORRECTED ESTIMATE QUANTITY | CORRECTED ESTIMATE AMOUNT | PERFORMED TO DATE QUANTITY | PERFORMED TO DATE 86/00/04 AMOUNT | TO COMPLETE QUANTITY | TO COMPLETE 86/00/00 AMOUNT | PARTICIPATION INDICATOR | PERFORMED SINCE LAST ESTIMATE QUANTITY | PERFORMED SINCE LAST ESTIMATE AMOUNT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00699 | ROADWORK | | | | | | | | | | | 11 | | |
| 007 | EARTHWORK | LUMP SUM | 225000000 | 100000 | 2250000 | 100000 | 2250000 | 100000 | 2250000 | | | 11 | | |
| 008 | TRENCH EXCAVATION 0-5' DEEP | LIN FT | 40000 | 100000 | 40000 | 91000 | 36400 | 91000 | 36400 | | | 11 | | |
| 009 | 1"-0 AGGREGATE BASE 8-INCHES THICK | SQ YD | 40000 | 5700000 | 2280000 | 5710000 | 2284000 | 5710000 | 2284000 | | | 11 | | |
| 010 | CL "B" ASPHALT CONC PA 1 | TON | 320000 | 500000 | 1600000 | 490450 | 1569440 | 490450 | 1569440 | | | 11 | | |
| 011 | CL "C" ASPHALT CONC PA 1 | TON | 320000 | 1400000 | 4480000 | 1482340 | 4743488 | 1482340 | 4743488 | | | 11 | | |
| 012 | CONCRETE RETAINING WALL H-2' | LIN FT | 350000 | 165000 | 577500 | 92000 | 322000 | 92000 | 322000 | | | 11 | | |
| 013 | CONCRETE RETAINING WALL H-3' | LIN FT | 455000 | 260000 | 1183000 | 332000 | 1510600 | 332000 | 1510600 | | | 11 | | |
| 014 | CONCRETE RETAINING WALL H-4' | LIN FT | 560000 | 160000 | 896000 | 221000 | 1237600 | 221000 | 1237600 | | | 11 | | |

**OREGON STATE HIGHWAY DIVISION** 05/21/87 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO. 03 FORM 81-734-3498 REV. 8-85

| | | | | | | |
|---|---|---|---|---|---|---|
| SECTION | UMATILLA/STNFLD HY-SE 6TH(HERMISTON) | SPECIFIED COMPLETION | EXTENSION | APPROVED | USED | CONTRACT NO. C10085 |
| HIGHWAY | EAST HIGHLAND AVE | A) 10-31-85 | | | 30 CD | F.A.P. M 7100002 |
| COUNTY | UMATILLA | B) | | | | E.A. C10085 |
| | | C) | | | | AWARDED 07 03 85 |
| | | | | | | ESTIMATE NO. 006 |
| TYPE WORK | GRADING AND PAVING | CONTRACTOR | BLUE MOUNTAIN PAVING CO. | | | FINAL |

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

| ITEM NO. | ITEM NAME | UNIT | UNIT PRICE | ORIGINAL AUTHORIZATION | | CORRECTED ESTIMATE | | PERFORMED TO DATE 86/00/04 | | TO COMPLETE 86/00/00 | | PARTICIPATION INDICATOR | PERFORMED SINCE LAST ESTIMATE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | | QUANTITY | AMOUNT |
| 015 | CONCRETE RETAINING WALL H-5' | LIN FT | 665000 | 135000 | 897750 | 134000 | 891100 | 134000 | 891100 | | | 11 | | |
| 016 | CONCRETE RETAINING WALL H-6' | LIN FT | 770000 | 130000 | 1001000 | 128000 | 985600 | 128000 | 985600 | | | 11 | | |
| 017 | 12-INCH STORM SEWER PIPE | LIN FT | 120000 | 100000 | 120000 | 91000 | 109200 | 91000 | 109200 | | | 11 | | |
| 018 | SPECIAL INLETS | EACH | 10000000 | 3000 | 300000 | 3000 | 300000 | 3000 | 300000 | | | 11 | | |
| 019 | CONCRETE WALKS | SQ YD | 100000 | 2400000 | 2400000 | 2328800 | 2328800 | 2328800 | 2328800 | | | 11 | | |
| 020 | CONCRETE DRIVEWAYS | SQ YD | 120000 | 350000 | 420000 | 535000 | 642000 | 535000 | 642000 | | | 11 | | |
| 021 | CONCRETE CURBS | LIN FT | 55000 | 4500000 | 2475000 | 4362000 | 2399100 | 4362000 | 2399100 | | | 11 | | |
| 022 | CONCRETE STEPS | EACH | 400000 | 36000 | 144000 | 38000 | 152000 | 38000 | 152000 | | | 11 | | |
| 023 | CROSS GUTTER | SQ YD | 100000 | 40000 | 40000 | 63600 | 63600 | 63600 | 63600 | | | 11 | | |

**OREGON STATE HIGHWAY DIVISION** 05/21/87

## PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81-734-3496 REV. 8-85

SECTION UMATILLA/STNFLD HY-SE 8TH(HERMISTON)
HIGHWAY EAST HIGHLAND AVE
COUNTY UMATILLA
TYPE WORK GRADING AND PAVING

SPECIFIED COMPLETION
A) 10-31-85
B)
C)

EXTENSION

APPROVED

USED 30 CD

CONTRACTOR BLUE MOUNTAIN PAVING CO.

CONTRACT NO. C10085
F.A.P. M 7100002
E.A. C10085
AWARDED 07 03 85
ESTIMATE NO. 006
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

| ITEM NO. | ITEM NAME | UNIT | UNIT PRICE | ORIGINAL AUTHORIZATION QUANTITY | ORIGINAL AUTHORIZATION AMOUNT | CORRECTED ESTIMATE QUANTITY | CORRECTED ESTIMATE AMOUNT | PERFORMED TO DATE 86/00/04 QUANTITY | PERFORMED TO DATE 86/00/04 AMOUNT | TO COMPLETE 86/00/00 QUANTITY | TO COMPLETE 86/00/00 AMOUNT | PARTIC. PATTERN INDICATOR | PERFORMED SINCE LAST ESTIMATE QUANTITY | PERFORMED SINCE LAST ESTIMATE AMOUNT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTALS FOR ORIG. CONTRACT | | | | 23997450 | | 24750528 | | 24750528 | | | | | |
| | PRICE AGREEMENTS | | | | | | | | | | | | | |
| 3001A | RETAINING WALLS 7' HIGH | LIN FT | 915300 | | | 48000 | 439344 | 48000 | 439344 | | | 11 | | |
| 3002A | RETAINING WALL "JOGOUTS" | EACH | 2400000 | | | 4000 | 96000 | 4000 | 96000 | | | 11 | | |
| 3003A | SIDEWALK "JOGOUTS" | EACH | 310000 | | | 12000 | 37200 | 12000 | 37200 | | | 11 | | |
| 3004A | RETAINING WALLS 1' HIGH | LIN FT | 250000 | | | 109000 | 272500 | 109000 | 272500 | | | 11 | | |
| 3005A | EXCESS FLAGGING | HOUR | 80000 | | | 25400 | 20320 | 25400 | 20320 | | | 11 | | |
| 3006A | PRICE RED NON SPEC GEO TEXTILE FABRIC | SQ YD | -6000 | | | 240000 | -14400 | 240000 | -14400 | | | 11 | | |
| | SUB-TOTAL P. A. | | | | | | 850964 | | 850964 | | | | | |
| | ADJUSTMENTS | | | | | | | | | | | | | |
| 6001A | LIQUIDATED DAMAGES | DAY | -1500000 | | | 9000 | -135000 | 9000 | -135000 | | | 11 | | |

**OREGON STATE HIGHWAY DIVISION** 05/21/87 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO. 05 FORM 81-734-3498 REV. 8-85

| | | | | | |
|---|---|---|---|---|---|
| SECTION | UMATILLA/STNFLD HY-SE 8TH(HERMISTON) | SPECIFIED COMPLETION<br>A) 10-31-85<br>B)<br>C) | EXTENSION | APPROVED | USED<br>30 CD |
| HIGHWAY | EAST HIGHLAND AVE | | | | |
| COUNTY | UMATILLA | | | | |
| TYPE WORK | GRADING AND PAVING | CONTRACTOR | BLUE MOUNTAIN PAVING CO. | | |

CONTRACT NO. C10085
F.A.P. M 7100002
E.A. C10085
AWARDED 07 03 85
ESTIMATE NO. 006
FINAL
WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

| ITEM NO. | ITEM NAME | UNIT | UNIT PRICE | ORIGINAL AUTHORIZATION QUANTITY | ORIGINAL AUTHORIZATION AMOUNT | CORRECTED ESTIMATE QUANTITY | CORRECTED ESTIMATE AMOUNT | PERFORMED TO DATE 86/00/04 QUANTITY | PERFORMED TO DATE 86/00/04 AMOUNT | TO COMPLETE 86/00/00 QUANTITY | TO COMPLETE 86/00/00 AMOUNT | [illegible] | PERFORMED SINCE LAST ESTIMATE QUANTITY | PERFORMED SINCE LAST ESTIMATE AMOUNT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SUB-TOTAL ADJ. | | | | | | -135000 | | -135000 | | | | | |
| | TOTALS ALL EXCEPT F.A. | | | | | | 25466492 | | 25466492 | | | | | |
| | * TOTAL PAY COSTS | | | | 23997450 | | 25466492 | | 25466492 | | | | | |
| | ADD. ANTICIP. ITEMS | | | | | | | | | | | | | |
| 94001 | TEMPORARY EROSION CONTROL | | | | 50000 | | | | | | | 11 | | |
| 98999 | CONTINGENCIES | | | | 1082135 | | | | | | | | | |
| 99999 | ENGINEERING | | | | 2164271 | | 800000 | | 690518 | | 109482 | | | |
| | GRAND TOTALS | | | | 27293856 | | 26266492 | | 26157010 | | 109482 | | | |

| Type Code | "p" Construction Cost | "p" Liquidated Damages | Total Cost |
|---|---|---|---|
| I000 | $ 256,014.92 | (1350.00) | $ 254,664.92 |

RESIDENT ENGINEER ---------------------- DATE ----------- DIVISION ENGINEER ---------------------- DATE ------

**OREGON STATE HIGHWAY DIVISION** 05/21/87 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO. 06 FORM 81-734-3498 REV. 8-85

SECTION UMATILLA/STNFLD HY-SE 8TH(HERMISTON)
HIGHWAY EAST HIGHLAND AVE
COUNTY UMATILLA
TYPE WORK GRADING AND PAVING

SPECIFIED COMPLETION A) 10-31-85
B)
C)
EXTENSION
APPROVED
USED 30 CD
CONTRACTOR BLUE MOUNTAIN PAVING CO.

CONTRACT NO. C10085
F.A.P. M 7100002
E.A. C10085
AWARDED 07 03 85
ESTIMATE NO. 006
FINAL
WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

| ITEM NO. | ITEM NAME | UNIT | UNIT PRICE | ORIGINAL AUTHORIZATION QUANTITY | ORIGINAL AUTHORIZATION AMOUNT | CORRECTED ESTIMATE QUANTITY | CORRECTED ESTIMATE AMOUNT | PERFORMED TO DATE 86/00/04 QUANTITY | PERFORMED TO DATE AMOUNT | TO COMPLETE 86/00/00 QUANTITY | TO COMPLETE AMOUNT | PARTIAL PAYMENT INDICATOR | PERFORMED SINCE LAST ESTIMATE QUANTITY | PERFORMED SINCE LAST ESTIMATE AMOUNT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| PART CODE | EXPENDITURE AUTHORIZATION | SUBJOB | PERCENTAGE | PROJECT ID | VENDOR-NAME |
|---|---|---|---|---|---|
| 00 | C10085 | 000 | 81.79 | M 7100 002 | FEDERAL HIGHWAY ADMINISTRATION |
| 00 | C10085 | 000 | 8.57 | NOTAPPLICABLE | STATE OF OREGON |
| 00 | C10085 | 000 | 9.64 | M 7100 002 | OREGON STATE TREASURER |
| 01 | C10085 | 001 | 100.00 | NOTAPPLICABLE | OREGON STATE TREASURER |
| 10 | C10085 | 010 | 100.00 | NOTAPPLICABLE | OREGON STATE TREASURER |
| 11 | C10085 | 011 | 81.79 | M 7100 002 | FEDERAL HIGHWAY ADMINISTRATION |
| 11 | C10085 | 011 | 13.63 | M 7100 002 | OREGON STATE TREASURER |
| 11 | C10085 | 011 | 4.58 | NOTAPPLICABLE | STATE OF OREGON |

10,025 — 11-13-87

11-13-87

TOTAL PE $10,169.54
" CONST 277,104.37

TOT. COST $287,273.91
x 81.79%

234,961.33

TOTAL FF Available
$218,629

100% City costs → $16,332.33

10,085

October 14, 1987

The American Insurance Company
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

CON 5 - #10,085

On May 6, 1987, we wrote to you concerning release of final payment on Contract No. 10,085 awarded to Blue Mountain Paving Co. for work on the Umatilla/Stanfield Highway-SE 8th Street (Hermiston) Section of East Highland Avenue in Umatilla County.

Final payment on this contract is $12,522.73 and the total contract amount is $254,664.92. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Blue Mountain Paving Co.
P.O. Box 10448
Yakima, WA 98909

Blue Mountain Paving Co.
P.O. Box 84927
Seattle, WA 98124

bc: C. O. Fredrickson
Walt Hart
Robert Hector

10085 jc cc: OSHD (Rulien)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Umatilla | DIVISION<br>oregon |
| DATE OF REPORT<br>9/21/87 | REPORT MADE BY 9-21-87<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>M-7100(2) |
| COMPLETION DATE (Actual)<br>4/28/86 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>4/24/87 | TIME ELAPSED<br>109 % | CONTRACT TIME<br>CDC 10/31/85 |

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### UMATILLA/STANFIELD - S.E. 8TH ST. (HERMISTON) SECTION
### EAST HIGHLAND AVENUE
### Grading & Paving

This project provided for widening and resurfacing of the subject five block section of Highland Ave.

The contract overran the allowable time by nine days for which liquidated damages have been charged.

The final project cost of $263,000 is four percent less than the authorization.

- TPL -

RECEIVED
STATE HWY ENGR
SEP 24 '87
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

by 9/29

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Thomas P. Lowe | | SIGNATURE John T. Price | |
| TITLE<br>Area Engineer | DATE<br>9/22/87 | TITLE<br>District Engineer | DATE<br>9/23/87 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

10,655

NEIL GOLDSCHMIDT
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
Contract Accounting - 378-5034

May 8, 1987

In Reply Refer to
File No.:

Pat Napolitano, P.E.
City of Hermiston
295 E. Main ST
Hermiston OR 97838

RE: Release of LGIP funds
Umatilla/Stanfield Hwy SE 8th
M 7100 (2)
LGIP Pool Account 4911

We have reviewed the city's share of the above project through April 22, 1987 to determine the excess deposit to release from the Local Government Investment Pool.

| | | | |
|---|---|---|---|
| Maximun Participating Costs | | 267,305.29 | |
| Federal Share (81.79%) | | <218,629.00> | |
| Remaining Match | | 48,676.29 | |
| City Share of Match (50%) | | | 24,338.15 |
| Construction Costs | 275,637.21 | | |
| Preliminary Engineering Costs | 9,750.66 | | |
| Total Project Costs | | 285,387.87 | |
| Less Participating Costs | | <267,305.29> | |
| Non-Participating Costs (100% City) | | | 18,082.58 |
| | | | 42,420.73 |
| Add Contingency | | | 5,000.00 |
| Total City Share | | | 47,420.73 |
| LGIP Deposit | | | 90,360.00 |
| Amount to Release from LGIP | | | 42,939.27 |

Prepared by
Anne Hernandez

Janice M Henry
Janice M. Henry
Contract Accounting Supervisor

cc: State Treasurer
LGIP

5-11-87
O/C
E

AH:JM:ss

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____

MAY 11 1987

Refer To ____________
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

10,085

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10085

TO: Commission Services

DATE: April 24, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

| | | | |
|---|---|---|---|
| Contract | 10085 , | On Site Work Substantially Completed | April 28, 1986 |
| All Work Completed | October 10, 1986 | | |
| Project | Umatilla/Stanfield Highway-SE 8th (Hermiston) | | |
| Highway | East Highland Avenue | | |
| County | Umatilla | | |
| Type of Work | Grading and Paving | | |
| Contractor | Blue Mountain Paving Company | | |

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

5-6-87 - Surety letter written.

RECEIVED
APR 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

[illegible]

82% Federal Aid
9% State
9% City

6-26-85 Set of [illegible] positives sent to Pat Napolitano [illegible].

12-5-86 P.E. Final Voucher is in this file

4-10-87 Pat Napolitano by phone asked that we utilize all 5 years FAU funds for this job ($218,629). Advised Cliff Laux & He will increase after PE Voucher is prepared.

3-9-87

After discussion with Roger, asked Cliff Laux to revise Proj. Agree. to $176,215 FF for this project including P.E. He will do.

9-18-86

Catalog of Federal Assistance No. 20.205

State of Oregon Grantor No. M-7100(2)

16,085

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>3-228 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Umatilla |
| PROJECT REPORT NUMBER | 3-27-87 | Project Number<br>M-7100(2) |
| MODIFICATION NUMBER<br>1 | | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17 , 19 85 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 272,938.00 | $ 272,938.00 |
| Federal funds | $ 213,000.00 | $ 174,671.79 |
| Other revisions | | |

This modification is made for the following reasons:

To deobligate federal funds to comply with the City of Hermiston's request.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible] , 19 [illegible]

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~By~~ For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon March 16, 1987

Federal-Aid Project No. M-7100(2)

Umatilla/Stanfield Hwy.-S.E. 8th St. (Hermiston) Section
Highland Avenue
Umatilla County

# REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 4+95 to Sta. 31+35)

Total as on Estimate of July 15, 1985 $272,938.00

Length of Project ------------------------ 0.50 mile
Cost of Roadway Per Mile ---------------- $545,877.00

| | |
|---|---|
| Federal Funds (81.79%) | $174,671.79 |
| State Funds | 19,444.75 |
| City Funds | 78,821.46 |
| Total | $272,938.00 |

Group 1:
Contract No. 10,085
Prefix: 330-1992 P.E.
C10085
Appn Code: W32
4R Type

RLC:me

| TO BE COMPLETED BY FHWA | | |
|---|---|---|
| 10085 7-106 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT** | STATE<br>Oregon<br>COUNTY<br>Umatilla<br>PROJECT NO.<br>M-7100(2) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street Umatilla/Stanfield Hwy.-S.E. 8th St. (Hermiston) Sec.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-5-85 | 0.50 |
| OTHER *(Specify)* | | |

PRO RATA 81.79%

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 272,930.00 | $ 213,000.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By
Manager, Program Section

xxx For: H.S. Coulter, P.E.
By
State Highway Engineer
*(Title)*

By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator JUL 17 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JULY 15, 1985

Federal Aid Project No. M-7100(2)

Umatilla/Stanfield Hwy.-S.E. 8th St. (Hermiston) Section
Highland Avenue
Umatilla County

## PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 4+95 to Sta. 31+35)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 14,500.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 5,500.00 |
| Temporary Signs | Sq. Ft. | 211 | 12.00 | 2,532.00 |
| Temporary Barricades | Each | 25 | 20.00 | 500.00 |
| Temporary Plastic Safety Markers | Each | 20 | 55.00 | 1,100.00 |
| Flaggers | Hour | 600 | 8.00 | 4,800.00 |
| Earthwork | Lump Sum | All | Lump Sum | 22,500.00 |
| Trench Excavation 0'-5' Deep | Lin. Ft. | 100 | 4.00 | 400.00 |
| 1"-0 Aggregate Base, 8-inches Thick | Sq. Yd. | 5,700 | 4.00 | 22,800.00 |
| Class "B" Asphalt Concrete | Ton | 500 | 32.00 | 16,000.00 |
| Class "C" Asphalt Concrete | Ton | 1,400 | 32.00 | 44,800.00 |
| Concrete Retaining Wall, H-2' | Lin. Ft. | 165 | 35.00 | 5,775.00 |
| Concrete Retaining Wall, H-3' | Lin. Ft. | 260 | 45.50 | 11,830.00 |
| Concrete Retaining Wall, H-4' | Lin. Ft. | 160 | 56.00 | 8,960.00 |
| Concrete Retaining Wall, H-5' | Lin. Ft. | 135 | 66.50 | 8,977.50 |
| Concrete Retaining Wall, H-6' | Lin. Ft. | 130 | 77.00 | 10,010.00 |
| 12-inch Storm Sewer Pipe | Lin. Ft. | 100 | 12.00 | 1,200.00 |
| Special Inlets | Each | 3 | 1,000.00 | 3,000.00 |
| Concrete Walks | Sq. Yd. | 2,400 | 10.00 | 24,000.00 |
| Concrete Driveways | Sq. Yd. | 350 | 12.00 | 4,200.00 |
| Concrete Curbs | Lin. Ft. | 4,500 | 5.50 | 24,750.00 |
| Concrete Steps | Each | 36 | 40.00 | 1,440.00 |
| Cross Gutter | Sq. Yd. | 40 | 10.00 | 400.00 |
| | | | | $ 239,974.50 |

## ANTICIPATED ITEMS

| | | | |
|---|---|---|---|
| Temporary Erosion Control | All Required | $ | 500.00 |
| | Subtotal | $ | 240,474.50 |
| | Engineering | | 32,463.50 |
| | Total | $ | 272,938.00 |

Length of Project ------------------- 0.50 mile
Cost of Roadway Per Mile ------------ $545,877.00

| | | |
|---|---|---|
| Federal Funds (81.79%) | $ | 213,000.00 |
| State Funds | | 23,380.00 |
| City Funds | | 36,558.00 |
| Total | $ | 272,938.00 |

Group 1:
Contract No. 10085
Prefix: 330-1992 P.E.
C10085

Appn Code: W32
4R Type

CPL:RC:me

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
REGION 5 OFFICE

In Reply Refer to
File No.:

P. O. Box 850 - La Grande, OR 97850 - Telephone 963-3177

March 9, 1987

Patrick D. Napolitano, P. E.
City Engineer
City of Hermiston
180 N. E. 2nd Street
Hermiston, OR 97838

Re: Umatilla/Stanfield Hwy. - S.E. 8th Street
East Highland Ave., M-7100(2)
Contract No. 10085

Dear Pat:

I have investigated the circumstances involving the deposit of $90,360 concerning the above subject project and have found some confusing aspects.

Listed below is an explanation of the events and how it appears as though the City has much more in the account than actually exists:

1. The City limited the amount of federal funds through Fiscal Year 1985 or $176,215.
2. Actual obligation of federal funds included funds through Fiscal Year 1986 or $218,664 which is $42,449 more than authorized.
3. The over obligation causes a false balance to be shown on the statements received by the City as shown below:

| | ESTIMATE | |
|---|---|---|
| | Authorized | Obligated |
| Construction | $273,386 | $273,386 |
| Prelim. Engineering | 1,750 | 1,750 |
| | $275,136 | $275,136 |
| Federal Funds @88% | $176,215 | $218,664 |
| State Funds @9% | 19,341 | 24,000 |
| City Funds | 79,580 | 32,472 |
| Advance Deposit | $ 90,360 | $ 90,360 |
| Balance | 10,780 | 57,888 |

Note: Balance does not reflect interest earned in the Local Government Investment Pool or the final costs of monitoring and final audit.

734-1839

Patrick Napolitano
City Engineer
3/9/87

Re: Umatilla/Stanfield Hwy. - S.E. 8th Street
East Highland Ave., M-7100(2)
Contract No. 10085

By copy of this letter, I am asking the Program Section to deobligate $42,449 of federal funds to comply with the City's wishes and show a more accurate financial statement to the City.

It is noted additional project documentation was requested. The Final Material Review and other pertinent data was submitted to the Construction Section and Materials Engineer on February 26, 1987.

We shall do everything possible to expedite finalization of this project.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/lm

cc: C. O. Fredrickson
Bill Quinn
Gary Zehner ✓

cc: Cliff Laux
Diane Galida

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____
MAR 11 1987
Refer To ____
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

**city of hermiston**

NEW ADDRESS:
180 N.E. 2ND STREET
HERMISTON, OR 97838

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

March 6, 1987

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA MAR 09 1987 ☐
RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
Regional Federal Aid Engineer
Region 5, Oregon State Highway Division
P.O. Box 850
La Grande, OR 97850

Re: Umatilla/Stanfield Hwy. - S.E. 8th Street
E. Highland Avenue M-7100(2)

Dear Roger:

In July of 1985, the City of Hermiston deposited $90,360 with the State of Oregon Investment Pool (Account No. 4911). The purpose of this deposit was to create a fund from which to pay the City's share of the cost of the E. Highland Avenue project. This project has been completed for six months at the City level and should have been completed, or be near completion, at the Highway Division level.

Therefore, the City of Hermiston would like to request that any remaining funds, along with any accrued interest, be returned to the City by April 1, 1987. Our records indicate that the current balance as of January, 1987 is $62,127.61. The funds have been slated for use on currently pending City street projects.

The City would also like to request that a detailed accounting of expenditures from this fund be forwarded to us for our records.

Thank you for your interest in this matter and should you have any questions, please advise.

Sincerely,

Pat

Patrick D. Napolitano, P.E.
City Engineer

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____
MAR 11 1987
Refer To ____________
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

PDN/km

cc: W.A. Peterson, City Manager
Robert D. Irby, City Recorder
Michael J. Gardner, OSHD Project Manager
Anne Hernandez

3/9/87

Cy Gary Zehner

Per our conversation this date, please adjust project program finance to reflect true picture in statements recieved by Agency. Roger

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

**STATE VOUCHER NO.**

**FHWA VOUCHER NO.**

**APPROPRIATION**

**FHWA SCHEDULE NO.**

**THE UNITED STATES, DR., TO** *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

**ADDRESS**

CAPITOL BUILDING
SALEM, OR   97310

**PAID BY**

*(For use of Paying Office)*

**STATE**

OREGON

**VOUCHER TYPE** *(Check Appropriate Block)*

☐ **CURRENT BILLING**

☐ **OTHER PROGRESS**

☒ **FINAL VOUCHER (*)**

**VOUCHER PERIOD**

**FROM** 12/22/83

**TO** 6/04/85

**FEDERAL AID PROJECT NO.**

M 7100 (1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| 10,169.54<br>1,750.66 | 1,886.79<br>1,750.66 | 81.79<br>~~88.15~~ | 1,543.21 | 1,543.21 | -0- |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| OREGON | 8/29/86 | CONTROLLER |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

**AMOUNT SUBMITTED** 0.00

**ADJUSTMENTS**

**AMOUNT APPROVED**

**SIGNATURE OF FHWA REPRESENTATIVE**
*(SIGN ORIGINAL ONLY)*

**DATE APPROVED**

**FORM PR-20**
(Rev. 5-79)

**PREVIOUS EDITIONS ARE OBSOLETE**

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | UMATILLA - STANFIELD HWY. 8TH ST. HERMISTON<br>UMATILLA - STANFIELD HWY.<br>UMATILLA COUNTY | | | | | |
| | Preliminary Engineering<br>Type Code PE | | | | | |
| | State | All Required | | | $1,750.66 | |
| | **TOTAL PARTICIPATING PRELIMINARY ENGINEERING** | | | | **$1,750.66** | |
| | **TOTAL PROJECT COST** | | | | **$1,750.66** | |
| | Prepared based on the participating project cost as shown on the Federal Billing as of 8/28/86. | | | | | |
| | **AMOUNT CARRIED FORWARD .....** | | | | | |

330-1992

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

**STATE VOUCHER NO.**

**FHWA VOUCHER NO.**

**APPROPRIATION**

**FHWA SCHEDULE NO.**

**THE UNITED STATES, DR., TO** *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

**ADDRESS**
CAPITOL BUILDING
SALEM, OR 97310

**PAID BY**
*(For use of Paying Office)*

**STATE**
OREGON

**VOUCHER TYPE** *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

**VOUCHER PERIOD**
FROM 12/22/83
TO 6/04/85

**FEDERAL AID PROJECT NO.**
M 7100 (1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| 10,169.54<br>~~1,750.66~~ | 1,750.66 | 88.15 | 1,543.21 | 1,543.21 | -0- |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

**STATE HIGHWAY AGENCY**
OREGON

**DATE**
8/29/86

**SIGNATURE OF AUTHORIZED OFFICIAL**
CONTROLLER

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____
NOV 16 1987
Refer To ____________
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

**AMOUNT SUBMITTED**
0.00

**ADJUSTMENTS**

**AMOUNT APPROVED**

**SIGNATURE OF FHWA REPRESENTATIVE**
*(SIGN ORIGINAL ONLY)*

**DATE APPROVED**

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

STATEMEN[illegible] COSTS INCURRED UNDER PROJECT AGREEME

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | UMATILLA - STANFIELD HWY. 8TH ST. HERMISTON<br>UMATILLA - STANFIELD HWY.<br>UMATILLA COUNTY | | | | | |
| | Preliminary Engineering<br>Type Code PE | | | | | |
| | State | All Required | | | $1,750.66 | |
| | TOTAL PARTICIPATING PRELIMINARY ENGINEERING | | | | $1,750.66 | |
| | TOTAL PROJECT COST | | | | $1,750.66 | |
| | ~~Prepared based on the participating project cost as shown on the Federal Billing as of 8/28/86.~~ | | | | | |
| | Non Participating Project Cost | | | | | |
| | Audit Epense | All Required | | | 511.68 | |
| | Work of City of Hermiston | All Required | | | 7,907.20 | |
| | Total Nonparticipating Project Cost | | | | 8,418.88 | |
| | Total Cost | | | | $10,169.54 | |
| | City was Paid. 7,907.20 | | | | | |
| | AMOUNT CARRIED FORWARD . . . . . | | | | | |

GPO 944 891

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      JUNE 1985        PAGE 1063
                                                                               FISCAL          GRAND TOTAL
     DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                                   330     1941     905   00 P 1                                   85.45
                                                    TOT      P1                                    85.45
                                              ** JOB TOTALS **           **               **       85.45  **

                                                                                                          STATE
  PINE CR(MAIN ST)BR WESTON    CONT NO      * FA PROJ NOS BHOS3003001 100
                                   330     1963     295   00 N 9                                  691.18
                                   330     1963     296   00 N 9                                3,455.88CR
                                   330     1963     298   00 N 9                                2,764.70
                                   330     1963     901   00 P 1                                   14.93
                                   330     1963     905   00 P 1                                  185.34
                                   330     1963     906   00 P 1                                2,575.55
                                   330     1963     920   00 P 1                                   76.28
                                   330     1963     921   00 P 1                                  563.06
                                   330     1963     922   00 P 1                                   40.72
                                                    TOT      P1                                 3,455.88
                                              ** JOB TOTALS **           **               **    3,455.88  **

                                                                                                          STATE
  MILTON-FREEWATER PMS         CONT NO      * FA PROJ NOS PMS 000S108 100
                                   330     1972     296   00 N 9                                  432.16CR
                                   330     1972     298   00 N 9                                  432.16
                                   330     1972     905   00 P 1                                  279.30
                                   330     1972     914   00 P 1                                  152.86
                                                    TOT      P1                                   432.16
                                              ** JOB TOTALS **           **               **      432.16  **

                                                                                                          STATE
  UMAT/STANFIELD HWY-8TH ST    CONT NO      * FA PROJ NOS M   7100001 100
                                   330     1992     296   00 N 9 Tr. St.    158.28CR        223.26CR      329.50CR
                                   330     1992     298   00 N 9 " Fed.     158.28          223.26        329.50
                                   330     1992     901   00 P 1 Proj Mgr    74.36           74.36        150.86
                                   330     1992     905   00 P 1 Fin. Des.  252.52          362.70        362.70
                                   330     1992     918   00 P 1 Loc.                                      23.12
                                   330     1992     920   00 P 1 Prog. Sec.                                92.82
                                   330     1992     921   00 P 1 Specs.   1,039.48        1,039.48      1,039.48
                                   330     1992     933   00 P 1 Surv. Des.                  71.18         71.18
                                                    TOT      P1           1,366.36        1,547.72      1,740.16
                                              ** JOB TOTALS **            1,366.36  **    1,547.72  **  1,740.16  **

                                                                                                          STATE
  UMATILLA RV(SW 10TH ST)BR    CONT NO       FA PROJ NOS BRM 3485002 100
                                   330     1993     295   00 N 9            230.46        7,358.52      7,358.52
                                   330     1993     296   00 N 9            674.08CR     29,327.88CR   32,868.22CR
                                   330     1993     298   00 N 9            443.62       21,969.36     25,509.70
                                   330     1993     901   00 P 1             24.85CR      5,869.70     10,138.91
                                   330     1993     905   00 P 1            130.03        2,729.64      2,729.64
                                   330     1993     906   00 P 1          1,849.19        7,788.99      7,788.99
                                   330     1993     911   00 P 1               .93CR        205.48        205.48
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: W32

| AGREEMENT EA/SUBJOB | TOTAL COSTS TO DATE | AMOUNT PREV CLAIMED | --PARTICIPATION-- AMOUNT | PERCENT | AGREEMENT AMOUNT | FEDERAL SHARE | -ADJUSTMENT- AMOUNT | CODE | VOUCHER AMOUNT |
|---|---|---|---|---|---|---|---|---|---|
| FEDERAL PROJECT: M -7003-001 | | | | | | | | | |
| F01905 | | | | | | | | | |
| AGREEMENT TOTALS | 32,593.95 | 23,359.00 | 32,592.20 | 88.15 | 23,359.00 | 28,730.02 | 5,371.02 | B | .00 |
| F04215 | | | | | | | | | |
| C3031087-000 | 88.51 | .00 | 88.51 | | | | | | |
| C3031087-011 | 16,695.99 | .00 | 15,876.48 | | | | | | |
| AGREEMENT TOTALS | 16,784.50 | .00 | 15,964.99 | 81.79 | .00 | 13,057.77 | 13,057.77 | A | .00 |
| FED PROJ TOTALS | 49,378.45 | 23,359.00 | 48,557.19 | | 23,359.00 | 41,787.79 | 13,057.77<br>5,371.02 | A<br>B | .00 |
| FEDERAL PROJECT: M -7003-002 | | | | | | | | | |
| F04219 | | | | | | | | | |
| C10301 -000 | 2,514.76 | 2,570.98 | 2,514.76 | | | | | | |
| C10301 -001 | 84.31 | .00 | .00 | | | | | | |
| C10301 -010 | 16.70 | .00 | .00 | | | | | | |
| C10301 -011 | 145,592.94 | 114,949.02 | 141,592.94 | | | | | | |
| AGREEMENT TOTALS | 148,208.71 | 117,520.00 | 144,107.70 | 81.79 | 117,520.00 | 117,865.69 | 345.69 | B | .00 |
| F04220 | | | | | | | | | |
| C10301 -000 | 375.74 | 307.32 | 375.74 | | | | | | |
| C10301 -001 | 12.60 | .00 | .00 | | | | | | |
| AGREEMENT TOTALS | 388.34 | 307.32 | 375.74 | 81.79 | 24,000.00 | 307.32 | .00 | | .00 |
| FED PROJ TOTALS | 148,597.05 | 117,827.32 | 144,483.44 | | 141,520.00 | 118,173.01 | 345.69 | B | .00 |
| FEDERAL PROJECT: M -7100-001 | | | | | | | | | |
| F02414 | | | | | | | | | |
| C3301992-000 | 10.50 | .06 | 10.50 | | | | | | |
| C3301992-011 | 1,740.16 | 1,543.15 | 1,740.16 | | | | | | |
| AGREEMENT TOTALS | 1,750.66 | 1,543.21 | 1,750.66 | 88.15 | 1,543.21 | 1,543.21 | .00 | | .00 |
| FED PROJ TOTALS | 1,750.66 | 1,543.21 | 1,750.66 | | 1,543.21 | 1,543.21 | .00 | | .00 |
| FEDERAL PROJECT: M -7100-002 | | | | | | | | | |
| F03696 | | | | | | | | | |

```
11/08/86                                                 JOB COST SUMMARY
                                          EA/[redacted]JOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                   PAYROLL CHARGES ARE LOADED

                                                              CREW        MSA
           EA        SUBJOB    ACTIVITY    OBJ-DETAIL        NUMBER      FIELD

      C3301992        000         905          130            7300
      C3301992        000         905          130            7300

      C3301992        000         905          130

      C3301992        000         905

      C3301992        000

      C3301992
```

| CREW NUMBER | MSA FIELD | CURRENT MONTH | CURRENT BALANCE | |
|---|---|---|---|---|
| 7300 | | .00 | 10.50 | |
| 7300 | | .00 | 10.50 | |
| | | .00 | 10.50 | |
| | | .00 | 10.50 | |
| | | .00 | 10.50 | |
| | | .00 | 10.50 | Final Design |

10,085

**STATE OF OREGON** — **INTEROFFICE MEMO**

Contract Payments 378-6594

CON 5
10085

**TO:** H. H. Patterson
Construction Office Engineer

**DATE:** June 30, 1986

**FROM:** PWChurch for
B. M. Walton
Contract Payments Coordinator

**SUBJECT:** Request Contract Acceptance

| | |
|---|---|
| Contract | 10085, Work Completed April 28, 1986 |
| Project | Umatilla/Stanfield Hwy.-SE 8th St. (Hermiston) |
| Highway | E. Highland Avenue |
| County | Umatilla |

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

---

Recommended Acceptance Date 3-16-87

H. H. Patterson
Construction Office Manager

BMW:ll

Info. Copies To:

J. B. Boyd
Dave Canfield
Don Harwell ✓
Bill Quinn
George Strawn
Don Wackerbarth
Bob Oakes
Bob Hector

CPC/FM1

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____
MAR 16 1987
Refer To Zehner
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

h

H

April 21, 1986

Blue Mountain Paving Co.
PO Box 10448
Yakima, WA 98909

CON 5
10085

Re: Time Extension Request
Umatilla/Stanfield Highway-SE 8th Street
Contract No. 10,085
FAP No. M-7100(2)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. We find no reason to grant additional contract time on this project. We do agree that a stop work order should have been written and the contract time count stopped on November 8, 1985.

The Project Manager will provide you a retroactive stop work order and contract time count will be stopped on November 8, 1985. Contract time count will be resumed when the Project Manager instructs you to resume work.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
Mike Gardner w/att.
P. D. Napolitano, City of Hermiston w/att.
Bruce Walton

TE/273

STATE OF OREGON INTEROFFICE MEMO

TO: R.D. Hector
Region Engineer

DATE: 3/12/86

Michael J Gardner
FROM: Michael J. Gardner
Project Manager
Hermiston

R

RE: Umatilla/Stanfield S.E. 8th Street
Contract No. 10085
Umatilla County

4-18-86
W.E. Schwartz –
I concur with Region and Project Manager.

Attached is Contractors Request for adjustment of contract time which has been sent to this office by the City of Hermiston. The city has made only a brief statement which we feel needs to be expanded on.

The contractors letter stating the weather conditions is true and a shut down order should have been issued on November 8, 1985. We agree that eight days of liquidate damages are justified and that they should be charged. The conttractors plea for an extension based on delays, etc. is without merit as far as the city engineer is concerned. We also feel that way. Records show that very little work was performed during the early part of the project.

We recommend adjusting the overrun of contract time to 8 days and restarting the calendar count on April 1, 1986.

cy to Constr. w/attach.

CAE U
OM
RECEIVED
APR 10 1986
CONSTRUCTION SECTION
SPC IL
SA CC
FE CP
PQC
QCS
FILE

I concur w/ project manager recommendation. Time count resumed late March.

cc: cs/MJG
City of Hermiston
File

cy to Gardner – Please forward orig. request form & surety consent to Constr.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hermiston

WEEK ENDING: 1/25/86

SECTION PREFIX: EA C10085

HIGHWAY: Highland Avenue

COUNTY: Umatilla

NAME OF JOB: Uma/Stan Hwy - S.E. 8th Street

KIND OF WORK: Grading & Paving

CONTRACTOR: Blue Mtn. Paving Co.

CONTRACT NUMBER: 10085

FEDERAL AID PROJECT NUMBER: M-7100(2)

DATE OF CONTRACT: 7/3/85

DATE WORK STARTED: 8/5/85

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS ---

WORK DAYS USED ---

SPECIFIED CALENDAR DAYS ---

CALENDAR DAYS USED ---

SPECIFIED COMPLETION DATE: 10/31/85

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION. $ 272,938.55

EXCLUSIVE OF ENGINEERING: $ 251,295.85

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %

ENGINEERING AUTHORIZATION $ 21,642.70

This week 200.00

ENGINEERING COST TO DATE $ 13,800.00

PERCENT OF AUTHORIZATION 63.8 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 70%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

DATE PROJECT WAS COMPLETED:

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | A/C PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.5 | 0.5 | | | 0.5 |
| MILES PARTIALLY COMPLETED | 0 | 0 | | | 0 |
| MILES COMPLETED | 0 | 0 | | | 0 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 100% | 5,700 SY | | | 1,900 tons |
| TOTAL QUANTITIES CORRECTED TO DATE | 100% | 5,700 SY | | | 1,900 tons |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 90% | 5,700 SY | | | 1,400 tons |
| AVERAGE DAILY QUANTITIES | 10% | 3,000 SY | | | 500 tons |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| Jan. 19 SUNDAY | Cold and cloudy | | | |
| Jan. 20 MONDAY | Cold and cloudy | | | |
| Jan. 21 TUESDAY | Cold and cloudy | | | |
| Jan. 22 WEDNESDAY | Cold and cloudy | | | |
| Jan. 23 THURSDAY | Cold and cloudy | | | |
| Jan. 24 FRIDAY | Cold and cloudy | | | |
| Jan. 25 SATURDAY | Cold and cloudy | | | |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| Jan. 19<br>**SUNDAY** | No activity |
| Jan. 20<br>**MONDAY** | No activity |
| Jan. 21<br>**TUESDAY** | No activity |
| Jan. 22<br>**WEDNESDAY** | No activity |
| Jan. 23<br>**THURSDAY** | No activity |
| Jan. 24<br>**FRIDAY** | No activity |
| Jan. 25<br>**SATURDAY** | No activity |

## REMARKS

Cold and cloudy weather. Contractor informed that traffic protection shall be maintained during the shutdown.

SIGNED P. D. Napolitano

LOCATION City of Hermiston

Michael J. Gardner
Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

10,085 —

W

August 6, 1985

CON 5
#10,085

Blue Mountain Paving Co.
P. O. Box 10448
Yakima, WA 98909

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,085 for work on the Umatilla/Stanfield Highway-SE Eighth Street (Hermiston) Section of East Highland Avenue in Umatilla County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Mike Gardner, Liaison

Patrick Napolitano
295 E. Main
Hermiston, OR 97838

**Blue Mountain Paving Co.**
P.O. Box 10448, Yakima, Washington 98909
(509) 248-6823

RECEIVED
JUL 2 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 2, 1985

cc Thomas Jones
(Rec'd by Facsimile
Telecopier
op'd by Sollis)

Mr. Robert W. Gormsen
Commission Services
Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: UMATILLA/STANFILED HWY - SE 8th STREET
(HERMISTON) SECTION, GRADING & PAVING

Dear Mr. Gormsen:

The following items of work are to be sucontracted to the Disadvantaged Business Enterprises listed below:

Dirt & Aggregate Interchange, Inc.
20905 NE Sandy Boulevard
Troutdale, Oregon 97060

| | | | | |
|---|---|---|---|---|
| Item No. 1 | Mobilization | | Lump Sum | $ 5,000.00 |
| Item No. 21 | Curb and Gutter | 4,500 lf | at 5.50 | 24,750.00 |
| | | | | $ 29,750.00 |

Lady's Const. Co.
P. O. Box H
West Linn, Oregon 97068

| | | | | |
|---|---|---|---|---|
| Item No. 3 | Temporary Signs | 700 sf | at 7.50 | $ 1,582.50 |
| Item No. 4 | Temporary Barricades | 25 ea | at 29.00 | 725.00 |
| Item No. 5 | Temporary Plastic Safety Markers | 20 ea | at 29.50 | 590.00 |
| Item No. 6 | Flaggers | 600 hr | 8.00 | 4,800.00 |
| | | | | $ 7,697.50 |

If you have additional questions or need further information, please call me at (509) 248-6823.

Sincerely,

J. Brian Sims

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: July 24, 1985

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 27, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 27, 1985 on the following projects:

1. Beaver Creek Road-Bellfountain Road Section
   Decker Road
   Benton County
   A.C. Paving and Oiling

   Overlay of 24-foot roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Oatfield Road at Concord Road Section
   Oatfield Road
   Clackamas County
   Traffic Signal Installation

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

3. Charles Mack Bridge Section
   Jenkins Prairie Road
   Coos County
   Structure

   18-foot roadway on structure and aggregate approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

81-125-1387

4. Redmond Reroute Section
Ochoco Highway
Deschutes County
Grading, Paving, Signing, and Signals

12-foot lanes with 6-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 1.

5. Rogue Valley Mall Section
Crater Lake and Rogue Valley Highways in Medford
Jackson County
Traffic Signal

Pedestrian heads will be installed for pedestrian and bicycle traffic.

6. Fremont Highway Bridges
Fremont Highway
Lake County
Grading, Paving and Structures

12-foot lanes with 6-foot shoulders on structures and approaches.

Same as No. 1.

7. Creek Bridges
Mapleton-Junction City Highway
Lane County
Grading, Paving and Culverts

Replacing bridges with culverts. Grading and paving incidental to project.

Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Eugene/Springfield Signal System Project
Various City Streets
Lane County
Signals

Upgrading of system.

Same as No. 7.

9. Beltline Highway at Royal Avenue Intersection in Eugene
Beltline Highway
Lane County
Signing and Traffic Signals

Pedestrian heads will be installed for pedestrian and bicycle traffic.

10. Marshall Slough Bridge Section of Lone Pine Drive
Lone Pine Drive
Lane County
Grading, Paving and Structure

24-foot roadway on structure and approaches.

Same as No. 1.

11. Oregon Coast Highway at E. Devils Lake Road (Lincoln City)
Oregon Coast Highway
Lincoln County
Grading, Paving and Signals

Multi-lane highway with 6-foot shoulder.

Bicycle lanes, pedestrian heads available for bicycle and pedestrian traffic.

12. Hayesville Interchange (Salem)
Pacific Highway
Marion County
Grading and Paving

Guardrail and drainage project.

Same as No. 7.

13. Umatilla/Stanfield Highway-S.E. 8th Street (Hermiston)
East Highland Avenue
Umatilla County
Grading and Paving

12-foot lanes with 10-foot shoulders and 8-foot sidewalks available for bicycle and pedestrian traffic.

14. Minan-Spring Creek Section
    Wallowa Lake Highway
    Wallowa County
    Grading and Paving

    12-foot lanes with 4-foot shoulders available for bicycle and pedestrian traffic.

    Same as No. 1.

15. Tualatin River Overflow Bridge
    Fern Hill Road (Forest Grove)
    Washington County
    Grading and Paving

    Replacing bridges with culverts, grading and paving incidental to project.

    Same as No. 7.

16. Wildhorse Creek (Gentry) Bridge
    FAS B583 (Weston Road)
    Umatilla County
    Grading, Paving and Structure

    Replacing bridge with culvert; grading and paving incidental to project.

    Same as No. 7.

HSC:BCE:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

July 5, 1985

Patrick D. Napolitano
City Engineer
City of Hermiston
295 East Main Street
Hermiston, OR 97838

PRO

SUBJECT: Umatilla/Stanfield Hwy.-S.E. 8th St.
E. Highland Avenue M-7100(2)

Dear Mr. Napolitano:

On June 27, 1985 the State Highway Division received a satisfactory bid from Blue Mountain Paving, P.O. Box 10448, Yakima, WA 98909, on the subject project.

The City's share and balance of deposit is computed as follows:

| | | |
|---|---|---|
| Contractor's Bid | $239,974.50 | |
| Anticipated Additional Items: | | |
| Temporary Erosion Control | 500.00 | |
| Subtotal | $240,474.50 | |
| Contingencies (4-1/2%) | 10,821.35 | |
| Engineering (9%) | 21,642.70 | |
| Total Construction Cost | $272,938.55 | |
| Preliminary Engineering | 15,000.00 | |
| Total Estimated Cost | $287,938.55 | |
| Less Federal Funds (1982 through 1985) | ( 176,215.00) | 218,664 |
| Less State Funds | ( 19,340.00) | 24,000 |
| City's Share | $ 92,383.55 | |
| Less Credit for City P.E. ($8,500) | ( 765.00) | |
| Less Credit for City Construction Engineering | ( 1,260.00) | |
| Less City's Deposit 6-19-85 | ( 30,000.00) | |
| BALANCE OF DEPOSIT NOW DUE | $ 60,358.55 | |
| ROUNDED | $ 60,360.00 | |

The contract for this project was awarded July 3, 1985, please submit the balance of your deposit using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GAP:GEZ:jc
Attachment

bc: W/AD #85-79: Roger Lang, Region 5
Vern Skoog - Please return completed AD #85-79 when deposit is received.

10,685

League of Oregon Cities

*SALEM: Local Government Center, 1201 Court Street N.E., P.O. Box 928, Salem 97308, Telephone: (503) 588-6466*
*EUGENE: Hendricks Hall, University of Oregon, P.O. Box 3177, Eugene 97403, Telephone: (503) 686-5232*

July 3, 1985

Raymond R. Schroth
Mayor
295 E. Main St.
Hermiston, OR 97838

Dear Mayor Schroth:

This letter is in reference to the City of Hermiston's request for advanced Federal Aid Urban Funding for your Umatilla/Stanfield highway project. The League had initially spoken with the State Highway Division's Program Section and the Association of Oregon Counties, neither agency having objection to your request. However, in speaking with Tom Harper, he indicated that bids which were recently opened for the project indicated no need for additional funding. ✓

We trust that the matter is now resolved satisfactorily and hope all goes well on your project. Best wishes.

Sincerely,

Dick Townsend

Richard Townsend
Deputy Director

RCT:kab
cc: Tom Harper
Gary Potter ✓

**PROGRAM SECTION**
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
05 1985
REFER TO Hartwell - Zehner
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

OFFICERS: Alan Berg, Mayor, Corvallis, *President* • Elvern Hall, Mayor, Newberg, *Vice President* • Lynn Hamilton, City Manager, La Grande, *Treasurer* • Edward Ferguson, *Executive Director*

MEMBERS AT LARGE: Steven Burkett, City Manager, Springfield • Ruth Burleigh, Commissioner, Bend, *Immediate Past President* • George Flitcraft, Mayor, Klamath Falls • Nels Hansen, Mayor, Metolius • Shirley Huffman, Mayor, Hillsboro • Edith Henningsgaard, Mayor, Astoria • Mary Schamehorn, Councilor, Bandon • Mildred Schwab, Commissioner, Portland • Winston Walker, Mayor, Canyonville.

10,085

Form 734-3106

Job No

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for UMATILLA/STANFIELD HWY. - SE 8TH ST., E. HIGHLAND AVE.

Made by Q 7-1 , 85 Checked by 19

## BASIS FOR ADVANCE DEPOSIT

DISCUSSION W/ PAT NAPOLITANO - TOM HARPER - SAID USE 4 YEARS FUNDS ($176,215) FOR FAU PROJECT. PAT SAID THAT THEY WILL BILL FOR APPROX. $8,500 P.E. IN DISCUSSION W/ROGER LANG WE AGREED TO $15,000 TOTAL P.E. INCLUDING STATE.

CITY WILL PROBABLY ASK THAT $30,000 CHECK PLUS BALANCE OF DEPOSIT (60,000±) BE PUT IN LGIP. ACCOUNTING SECTION SAYS THEY NEED LETTER REQUEST & POWER OF ATTORNEY FOR TOTAL (90,000±) AMOUNT.

CONSTRUCTION ENGINEERING (9%) WILL BE SETUP W/CITY USING $14,000± & STATE THE BALANCE $7,600±.

[illegible]

**city**
**of**
**hermiston**
295 EAST MAIN STREET/ HERMISTON, OREGON/97838

June 5, 1985

Mr. Richard Townsend, Deputy Director
League of Oregon Cities
Mr. W. E. Penhollow, Senior Executive Assistant
Association of Counties
P.O. Box 928
Salem, OR 97308

Gentlemen:

The City of Hermiston requests approval of 1986 Federal Aid Urban Fund allocation for the City's current project, Umatilla/Stanfield Hwy. - S. E. 8th Street, E. Highland Avenue. It is our understanding that the funds are available or will be available by no later than October 1, 1985.

The reason for this request is the City has increased the scope of the project and this money will be needed to pay the additional construction costs.

Thank you for your consideration of this request.

Sincerely,

Raymond R Schroth
Raymond R. Schroth
Mayor

RRS/km

cc: Roger Lang, Regional Federal Aid Specialist
Gary Potter, Program Section Manager

Gary P. 6-11-85
We'll approve if LOC/AOC does.
Don T.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 10 1985
REFER TO Trent – our recommendation?
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

7

H

6-11-85

HERMISTON

| | |
|---|---|
| FAU FUNDS ALLOCATED | $176,215 |
| " " REQUIRED FOR P.E. | (8,200) |
| " " AVAILABLE FOR CONST. | $168,015 |

---

| | | |
|---|---|---|
| ESTIMATED CONST. COST | | $307,000 |
| LESS F.F. AVAILABLE | 82% FED. | (168,015) |
| 1986 FAU FUNDS | | (44,995) |
| LESS STATE SHARE (9%) | | (23,380) |
| CITY SHARE | | $70,610 |

The City has budgeted approx. $70,000, including LID funds, for this project. By allowing the City to use their 1986 FAU allocation, which is available Oct. 1, 1985, the project may be funded. In the past we have programmed projects of this nature to allow future funds to be utilized. The City is conforming to the terms of the FAU program agreement.

The City of Bend was authorized, in January 1985, to use their 1986 allocation.

Funds are available statewide without jeopardizing other areas projects. I recommend we approve this City of Hermiston request.

[illegible]5 jc

C [illegible] 21-10

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-7100(2) Hermiston

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40112

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig w/ att. OK
6/12

7. DATE AUTHORIZATION EFFECTIVE
June 5, 1985

8. FEDERAL ROUTE NUMBER
FAU 7100

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Umatilla/Stanfield Hwy. - S. E. 8th St. (Hermiston) Section

11. GENERAL DESCRIPTION OF WORK
Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5-28-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-3-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $307,001, Federal Funds $213,000.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

It should be noted that subject project is approved under Clause "A" (F.A. Pro-rata 81.79%).

14. DATE
6/7/85

15. SIGNATURE OF APPROVING OFFICIAL
D. K. Hassner

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

June 6, 1985

PRO

Patrick D. Napolitano
City Engineer
City of Hermiston
295 East Main Street
Hermiston, OR 97838

Subject: Umatilla/Stanfield Highway-S.E. 8th Street
E. Highland Avenue M-7100(2)

Dear Pat:

We have advertised the subject project for bid opening on June 27, 1985. To expedite award of the contract, we are requesting the City to submit 65 percent of the City share of construction costs at this time.

The amount requested is computed as follows:

| | |
|---|---|
| Total Estimated Contract Amount | $269,986.00 |
| Anticipated Additional Items: | |
| Temporary Erosion Control | 500.00 |
| SUBTOTAL | $270,486.00 |
| Contingencies (4-1/2%) | 12,171.87 |
| Engineering (9%) by City not included in computation | |
| TOTAL FOR COMPUTATION OF CITY ADVANCE DEPOSIT | $282,657.87 |
| Less Federal Funds | (213,000.00) |
| Less State Share | (23,380.00) |
| CITY SHARE | $ 46,277.87 |
| Advance Deposit: 65% of $46,277.87 = | $ 30,080.61 |
| ROUNDED = | $ 30,000.00 |

Please submit your early deposit of $30,000 using one of the three options for payment described in the attachments. After bids are opened and you concur in award, we will award the contract and request the balance of the City share. The estimated contract amount is "confidential", please treat it accordingly.

Very truly yours,

Gary A. Potter, Manager
Program Section

Rec'd.
6-19-85
Check $30,000
tl

GEZ:me
Attachment
bcc: w/AD #85-58 Roger Lang, Region 5
Vern Skoog - Please return completed AD #85-57 when deposit is received.

10,015

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 28, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40112
Project No. M-7100(2)
Umatilla/Stanfield Hwy.-S.E. 8th St. (Hermiston) Sec.
Highland Avenue
Umatilla County

Attached project data consists of PR-1 forms and project sketch maps for the subject project.

It is the State Highway Division's present intention to receive bids for this project June 27, 1985.

CPL:bkb
Attachments
cc: R.D. Hector (Region 5)
G. Zehner
General Files

Form 734-3122

a

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

May 28, 1985

## FEDERAL - AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(10) (20) | PROJECT LOCATION (45 typewriter spaces)<br>City St. E. Highland Ave. (Hermiston)<br>21 65 | **ADT** | PRESENT<br>1,000 | FUTURE<br>----<br>(66) (70) | YEAR<br>----<br>(71) (72) | REGION<br>10 | 
| | | | | | | | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Gr., Dr., H.T., Pave<br>28 62 | NATL. FOREST<br>(63) (65) | FA ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>040<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M-<br>14 25 | NUMBER<br>7100<br>7 |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Umatilla |
| | NAME OF URBAN AREA<br>17-31<br>Hermiston | ROUTE NO. U — FEDERAL-AID 7100 UC (32) — STATE City St. (56) (57) — U.S. ---- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 81.79% | STATE FUNDS | OTHER FUNDS City |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (16-19) | (16) | 41 | 42 | 43 46 | 50 | | (54) (58) | (59) (66) | (67) (70) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | "Umatilla/Stanfield Hwy.-S.E. 8th St. (Hermiston) Sec." | | | | | |
| 5 | | | | | **CONST** (CODE)<br>1000 | 05 | | 0.50 | 306,000 | 213,000 | 23,380 | 69,620 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | CPL | PROJECT TOTALS | 0.50 | 306,000 | 213,000 | 23,380 | 69,620 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | (16) (23) | (24) (32) | REMARKS<br>Additional Data: Item 40112 Pr | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

May 28, 1985

# FEDERAL - AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| PROJECT LOCATION (45 typewriter spaces)<br>City St. E. Highland Ave. (Hermiston) | ADT | PRESENT<br>1,000 | FUTURE<br>---- | YEAR<br>---- | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 |

| | |
|---|---|
| APPN CODE | W32 |
| ITEM NO. | 40112 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| OSED WORK (35 typewriter<br>H.T., Pave | NATL. FOREST | FA ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR.<br>040 | PL. AUTH YR | |

PROJECT NUMBER

| PREFIX LETTER(S) | NUMBER | SEQ. NO. | I Projects Only POST MI. | DESIG. |
|---|---|---|---|---|
| M- | 7100 | (2) | | |

UNDS Urban System

Hermiston

COUNTY NAME Umatilla CODE 059

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| U | 7100 UC | City St. | ------ |

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 81.79% | STATE FUNDS | OTHER FUNDS City | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | | "Umatilla/Stanfield Hwy.-S.E. 8th St. (Hermiston) Sec." | | | | | | |
| ROW | | | | | | | | |
| CONST (CODE) 1000 | 05 | | 0.50 | 306,000 | 213,000 | 23,380 | 69,620 | |
| BY CPL | | PROJECT TOTALS | 0.50 | 306,000 | 213,000 | 23,380 | 69,620 | |

PPROVAL DATES

REMARKS
Additional Data: Item 40112 Project No. M-7100(1).

-over

USCOMM DUSCOMM-DC 48805-P61

## Umatilla/Stanfield Hwy.-S.E. 8th St. (Hermiston) Section

## Project No. M-7100(2)

Project Data: Work under this project consists of 1) restoration and rehabilitation of roadway requiring grade, drain, high-type pave to provide a 44 foot curbed section for 2-12 foot travel lanes with 10 foot parking and 5 foot sidewalk; 2) adjust utilities as required and 3) incidentals common to this type of project.

Note: 1) This project is in Congressional District No. 2.
2) Included in FY '81 AP in 6 Year HIP Status Report.

10,[illegible]5

Section Umatilla/Stanfield Hwy - SE 8th St Programming Estimate $

Highway East Highland Ave. (Hermiston) Project Length 0.5

County Umatilla Completion Time Oct 31, 1985

Kind of Work Grading + Paving Est. Comp. Date

Prefix 330-1992 Letting Date June 27, 85 Project No. M-7100(2)

Received 4:35
5-23-85 CB.

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount . . . . | | $ 269,986 — |
| Anticipated Additional Items: | | |
| Royalty Payment. . . . . . . . . . . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . . . . . . . | | |
| Permanent Pavement Striping. . . . . . . . . . . | ~~2,500 —~~ | |
| Temporary Pavement Striping. . . . . . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | |
| Temporary Erosion Control . . . . . . . . . . . | 500 — | |
| State Furnished ______ . . . . . | | $ 3,000 — |
| Roadside Seeding & Mulching . . . . . . . . . . | | |
| Asphalt Cement Adjustment . . . . . . . . . . . | | |
| On the Job Trainees ($0.80 x _____ hrs.) . . . . | | |
| State Responsibility for Damages . . . . . . . . | | |
| Signal Controller Testing . . . . . . . . . . . | | |
| "OPTICOM" Testing . . . . . . . . . . . . . . . | | |
| Bikeway Signs . . . . . . . . . . . . . . . . . | | |
| Bikeway Striping & Legend . . . . . . . . . . . | | |
| ______ . . . . . . . . | | |
| ______ . . . . . . . . | | |
| ______ . . . . . . . . | | |
| ______ . . . . . . . . | | |
| ______ . . . . . . . . | | |
| Adjust Utilities: | | |
| ______ . . . . . . . . | | |
| ______ . . . . . . . . | | |
| Subtotal | | $ 272,986 — 270,486 |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . | | 12,284 37 12,171.87 |
| Engineering (~~7~~, [✓ 9], ~~10~~%) . . . . . . . . . . . . . . . . . . . . . . | | 24,568 74 24,343.74 |
| Subtotal | | $ |
| Credit for ______ . . . . . . | | |
| Estimated Net Authorization, Construction . . . . . . . . . . . . . . . . | | $ 309,839 11 307,001 61 |

APPROVED CC: Roger Lang

Recd 5-24-85
G

Road Design Engineer

Rev. 11/81

310.

# SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

| | | | |
|---|---|---|---|
| SECTION Umatilla/Stanfield Hwy. – S.E. 8th Street Hermiston | | COUNTY Umatilla | SHEET 1 OF 2 |
| KIND OF WORK Grading & Paving | KEY NUMBER | LENGTH | DATE 5/20/85 NAME Bergstedt |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | COST ANALYSIS UNIT: 5-22-85 | | | | | |
| | THIS ENGINEERING ESTIMATE IS PRICED FOR<br>BID LETTING June 27, 1985 | | | | | |
| | Mobilization | | All | All | — | 19,460 — |
| | Temporary Protection and Direction | | | | | |
| | of Traffic | | All | All | — | 7,300 — |
| | Temporary Signs | | Sq. Ft. | 211 | $8^{00}$ | 1,688 — |
| | Temporary Barricades | | Each | 25 | $70^{00}$ | 1,750 — |
| | Temporary Plastic Safety Markers | | Each | 20 | $40^{00}$ | 800 — |
| | Flaggers | | Hour | 600 | $17^{00}$ | 10,200 — |
| | Roadwork | | | | | |
| | Earthwork | | All | All | – | 26,250 — |
| | Trench Excavation 0'-5' Deep | | Lin. Ft. | 100 | $10^{00}$ | 1,000 — |
| | 1"-0 Aggregate Base, 8-inches Thick | | Sq. Yd. | 5,700 | $5^{50}$ | 31,350 — |
| | Class "B" Asphalt Concrete | | Ton | 500 | $37^{00}$ | 18,500 — |
| | Class "C" Asphalt Concrete | | Ton | 1,400 | $37^{00}$ | 51,800 — |
| | Concrete Retaining Wall, H-2' | | Lin. Ft. | 165 | 19 — | 3,135 — |
| | Concrete Retaining Wall, H-3' | | Lin. Ft. | 260 | 24 — | 6,240 — |
| | Concrete Retaining Wall, H-4' | | Lin. Ft. | 160 | 28 — | 4,480 — |
| | Concrete Retaining Wall, H-5' | | Lin. Ft. | 135 | 33 — | 4,455 — |
| | Concrete Retaining Wall, H-6' | | Lin. Ft. | 130 | 38 — | 4,940 — |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

734-1736 (REV. 2-84)

## SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Umatilla/Stanfield Hwy - SE 8th St (Hermiston)
COUNTY Umatilla
SHEET 2 OF 2
KIND OF WORK
KEY NUMBER
LENGTH 0.5
DATE 5/24/85
NAME Borgstedt

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | 12-inch storm sewer Pipe | | Lin. Ft. | 100 | 15.00 | 1,500 - |
| | Special Inlets | | Each | 3 | 1,600 - | 4800 - |
| | Concrete Walks | | Sq. Yd. | 2,400 | 14.50 | 34,800 - |
| | Concrete Driveways | | Sq. Yd. | 350 | 17.00 | 5,950 - |
| | Concrete Curbs | | Lin. Ft. | 4,500 | 6.00 | 27,000 - |
| | Concrete Steps | | Each | 36 | 33 - | 1,188 - |
| | Cross Gutter | | Sq. Yd. | 40 | 35 - | 1,400 - |
| | | | | | | 269,986 - |

734-1736 (REV. 2-84)

19045

Form 734-3106

Job No

Sheet of Sheets

ORegon State Highway Division

Calculations for HERMISTON FAU PROJECT

Made by G 5-23 19 85 Checked by 19

CLIFF LAUX NEEDED A BREAKDOWN OF COST FOR PROGRAMMING CONSTRUCTION ON HERMISTON JOB. BILL BERGSTED GAVE CONST. EST. OF $306,000. PAT NAPOLITANO SAYS CITY HAS $70,000 THAT MUST BE SPENT SO FAU (FED 82%) AND STATE (9%) WILL BE ADJUSTED TO COMPLY.

| | |
|---|---|
| TEC | $306,000 |
| FAU (82%) | 213,000 |
| STATE (9%) | 23,380 |
| CITY | 69,620 |

CITY WILL BILL FOR APPROX. 7,000 IN PE COSTS - ALLOW $10,000 TOTAL PE.
CITY WILL BE USING A PORTION OF 1986 FUNDS

G

10,585

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 24 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

5-20-85

Attention: Right-of-Way Section

Subject: Federal Aid Project No. ________
Project Name Umatilla/Stanfield Hwy. 5th St. Section
Highland Avenue - City of Hermiston

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hermiston, Oregon, this 20th day of May, 1985

City of Hermiston

Certified By:

Regional Right-of-Way Supervisor
Date 5-22-85

Raymond R. Schroth
Raymond R. Schroth, Mayor

Robert D. Irby
Robert D. Irby, City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Form 734-3106

Job No.
Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Umatilla/Stanfield Hwy. - SE 8th St. E. Highland Dr.
Made by E 4-29 1985 Checked by 19 Backchecked by 19

Pat Napolitano was here Friday (4-26-85) to discuss his project. Brainard is preparing R/W certification which will complete the required certifications. Pat is making final revisions to plans & specs. suggested by our Sections. He says plans, specs & estimate will be here by 5-3 & Cliff Laux told him we should have FHWA approval by 5-10. Assuming this an add could be released the following week for bid opening first week in June.

Pat is going to open bids, award a contract & supervise construction. State will make Contract payments. Roger will represent State at bid opening. Discussed this w/Roger 4-26.

E

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

In Reply Refer to
File No.:

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone 963-3177

April 25, 1985

Patrick D. Napolitano, P.E.
Hermiston City Engineer
295 East Main Street
Hermiston, Oregon 97838

Dear Mr. Napolitano:

Re: Umatilla/Stanfield Hwy.-S.E. 8th St. Sec. (Hermiston)
Umatilla County

Approval for the City to perform Contract Administration and Construction Engineering is granted subject to the provisions of Agreement No. 8032, Special Provisions and Standard Provisions.

Specific reference is made to Attachment No. 1, Special Provisions, item 2, "Agencies shall upon award of a construction contract, furnish all construction engineering, field testing of materials, technical inspection and project manager services for administration of the contract. The State shall obtain 'Record Samples' at specified intervals for testing in the State Materials Laboratory in Salem."

Sincerely,

Original Signed By Robert D. Hector

R. D. Hector
Region 5 Engineer

RDH:RCL/jef

cc: D. O. Christensen
Gary A. Potter

**PROGRAM SECTION**
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 29 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,285

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: Gary A. Potter, Manager
Program Section

DATE: April 22, 1985

Attn: Gary Zehner

SUBJECT: Umatilla/Stanfield Hwy. - S. E. 8th Street
(Hermiston)Section
FAU 7100, East Highland
Umatilla County

Enclosed are four (4) certifications furnished by Patrick D. Napolitano, City Engineer, Hermiston, concerning utilities and environmental mitigation for the above subject project.

Please take the necessary action to distribute the certifications to the appropriate parties.

Roger C. Lang
Roger C. Lang
Region 5 Federal Aid Specialist

RCL/lm

Enc.

cc: Patrick D. Napolitano
Harold Brainerd, w/enc.
Mike Gardner

cc w/Encl: Cliff Laux (2)
John Marks
Maxine Banks

**PROGRAM SECTION**
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
APR 24 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

**city**
**of**
**hermiston** 295 EAST MAIN STREET/ HERMISTON, OREGON/97838

TO: Michael Gardner
Project Manager
Hermiston, OR

FROM: Patrick D. Napolitano
City Engineer
Hermiston, OR

SUBJECT: Utility Certification, Umatilla/Stanfield Highway - S. E. 8th Street Section (Hermiston), Umatilla County, Oregon

I certify that all utilities located within the construction limits of this project have been notified and that, to my knowledge, there is no conflict that will interrupt or delay this project.

Patrick D. Napolitano
Patrick D. Napolitano, City Engineer

**city**

**of**

**hermiston**

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

TO: Michael Gardner
Project Manager
Hermiston, OR

FROM: Patrick D. Napolitano
City Engineer
Hermiston, OR

SUBJECT: Environmental Certification, Umatilla/Stanfield Highway - S. E. 8th Street Section (Hermiston), Umatilla County, Oregon

Concerning the matter of a public hearing for the subject project, the City of Hermiston stipulates the following:

1. The environmental assessment has been reviewed by the City.
2. The City agrees with the Class II state-wide categorical exclusion.
3. Since the environmental assessment adequately describes the project and its impact on the area, there is no need for a study report.
4. The City has explained the project to the property owners, has held a Local Improvement District hearing, and has established Local Improvement District No. 279 by City of Hermiston Ordinance No. 1502.
5. The City has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.

Patrick D. Napolitano, City Engineer

**city**
**of**
**hermiston** 295 EAST MAIN STREET / HERMISTON, OREGON / 97838

TO: Michael Gardner
Project Manager
Hermiston, OR

FROM: Patrick D. Napolitano
City Engineer
Hermiston, OR

SUBJECT: Cultural Resources Certification, Umatilla/Stanfield Highway - S. E. 8th Street Section (Hermiston), Umatilla County, Oregon

I certify that, to my knowledge, there are no cultural resources located within the construction limits of this project. This project is the reconstruction of an existing roadway.

Patrick D. Napolitano
Patrick D. Napolitano, City Engineer

**city**
**of**
**hermiston**
295 EAST MAIN STREET / HERMISTON, OREGON / 97838

TO: Michael Gardner
Project Manager
Hermiston, OR

FROM: Patrick D. Napolitano
City Engineer
Hermiston, OR

SUBJECT: Noise Certification, Umatilla/Stanfield Highway - S. E. 8th Street Section (Hermiston), Umatilla County, Oregon

I certify that there will be no increase in noise levels as a result of this project. Traffic will not be moved closer to any dwelling and the capacity of the street will not be changed.

Patrick D Napolitano
Patrick D. Napolitano, City Engineer

10,045

**city**
**of**
**hermiston** 295 EAST MAIN STREET / HERMISTON, OREGON / 97838

April 16, 1985

☐ RE ☐ RCE ☐ RMF ☐ R..
☒ RFA APR 17 1985 ☐

RECEIVED
REGION 5 OFFICE

Mr. R. D. Hector, Region Engineer
Oregon State Highway Division
211 Adams Avenue
La Grande, OR 97850

Dear Mr. Hector:

Subject: Umatilla/Stanfield Highway - S. E. 8th Street Section (Hermiston), Umatilla County, Oregon

The City of Hermiston requests permission to perform the Contract Administration and the Construction Engineering for the above mentioned project.

I have spoken with Tom Falls and Mike Gardner and both have indicated to me that they will assist me in these activities. Roger Lang has also offered his assistance.

The present plan is for the City to complete the "Daily Progress Reports" and other paperwork, and any material and quality control testing which we are capable of performing. Other testing will be performed by an Oregon State Highway Division certified test lab, such as Anderson Perry & Associates of La Grande, or by the Highway Division when their work schedule allows.

I am confident with the assistance of the Highway Division, the City can successfully manage both the Contract Administration and the Construction Engineering for the project.

Thank you for your consideration in this matter.

Sincerely,

Patrick D. Napolitano

Patrick D. Napolitano, P.E.
City Engineer

PDN/km

cc: Duane O. Christensen
Roger Lang
Mike Gardner
Cy Gary A. Potter ✓

**PROGRAM SECTION**
MANAGER ✓ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
APR 26 1985
REFER TO Loc Programs (Zehner)
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

city
of
**hermiston**

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

April 16, 1985

Mr. Duane O. Christensen
Road Design Engineer
Road Design Section
200 Transportation Building
Salem, OR 97310

Dear Mr. Christensen:

Subject: Umatilla/Stanfield Highway - S. E. 8th Street Section (Hermiston), Umatilla County, Oregon

Enclosed are five sets of Plans, two sets of Special Provisions, and one Estimate of Cost for the subject project. Bob Hector, Region 5 Engineer, has asked me to forward the documents to you for final review and approval. This work has been performed under the terms of Agreement No. 8032 (Preliminary Engineering Phase).

At this time, we have requested permission from Bob Hector to perform the Contract Administration and the Construction Engineering for the project. (See attached letter) I, therefore, would like you to take the necessary steps to secure F.H.W.A. approval of this project.

It is my understanding that, with your approval, F.H.W.A.'s approval and Bob's approval, the City will be in a position to advertise for bids and will be eligible for Federal-Aid Urban funding on this project.

For your information, I have also included certifications which were sent to Mike Gardner, Project Manager, Oregon State Highway Division, Hermiston, and the City's "Invitation to Bid".

I will contact you on April 22, 1985, to discuss the project and answer any questions you may have. I thank you for your cooperation and appreciate anything that you could do to expedite this project.

Sincerely,

Patrick D. Napolitano

Patrick D. Napolitano, P.E.
City Engineer

PDN/km

cc: Bob Hector
Roger Lang
Mike Gardner
Cy: Gary A. Potter ✓

44

[illegible]

Con 2-80
He [illegible]

March 15, 1984

City of Hermiston
City Hall
Hermiston, OR 97838

AGR 4

Attention: Robert D. Irby
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8032

Umatilla County Board of Commissioners
SE Fourth and Fifth
Pendleton, OR 97801

Attention: J. Dean Fouquette, Sr.
County Clerk

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for a preliminary engineering study to prepare plans, specifications, and cost estimates for the future construction of the Umatilla/Stanfield Highway - SE 8th Street Section of East Highland Avenue (FAU 7100).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: H.S. Coulter
State Highway Engineer

DATE: November 30, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Proposed Urban Project

Hermiston is requesting approval of a project not included in the approved Six-Year Highway Improvement Program. The proposed project will widen and improve East Highland Avenue between the Umatilla-Stanfield Hwy. and S.E. 8th Street. The existing 22-foot roadway will be widened to provide a 44-foot curbed section with 5-foot bikeways. The City will perform the preliminary engineering, including advertising for and awarding contracts, and, if certified by Region, will perform construction engineering. State will monitor City work to assure compliance with FHWA requirements. Construction is proposed in Fiscal Year 1985. The Hermiston Urban Area has a limited amount of FAU funds available, therefore the City will contribute 100% of nonparticipating costs through a local improvement district. Federal participation will be at the 82 percent rate. The limits of the proposed project are shown on the attached map. In summary:

| Jurisdiction | Section | Total Cost | Federal Funds | State Share | City Share |
|---|---|---|---|---|---|
| City of Hermiston | Umatilla/Stanfield Hwy.- SE 8th St. Section East Highland Ave. | $212,000 | $130,800 | $14,500 | $66,700 |

Region 5 and this office investigated the proposed project confirming its validity and financing utilizing Federal-Aid Urban funds. I recommend your approval and request you authorize this project under delegated authority.

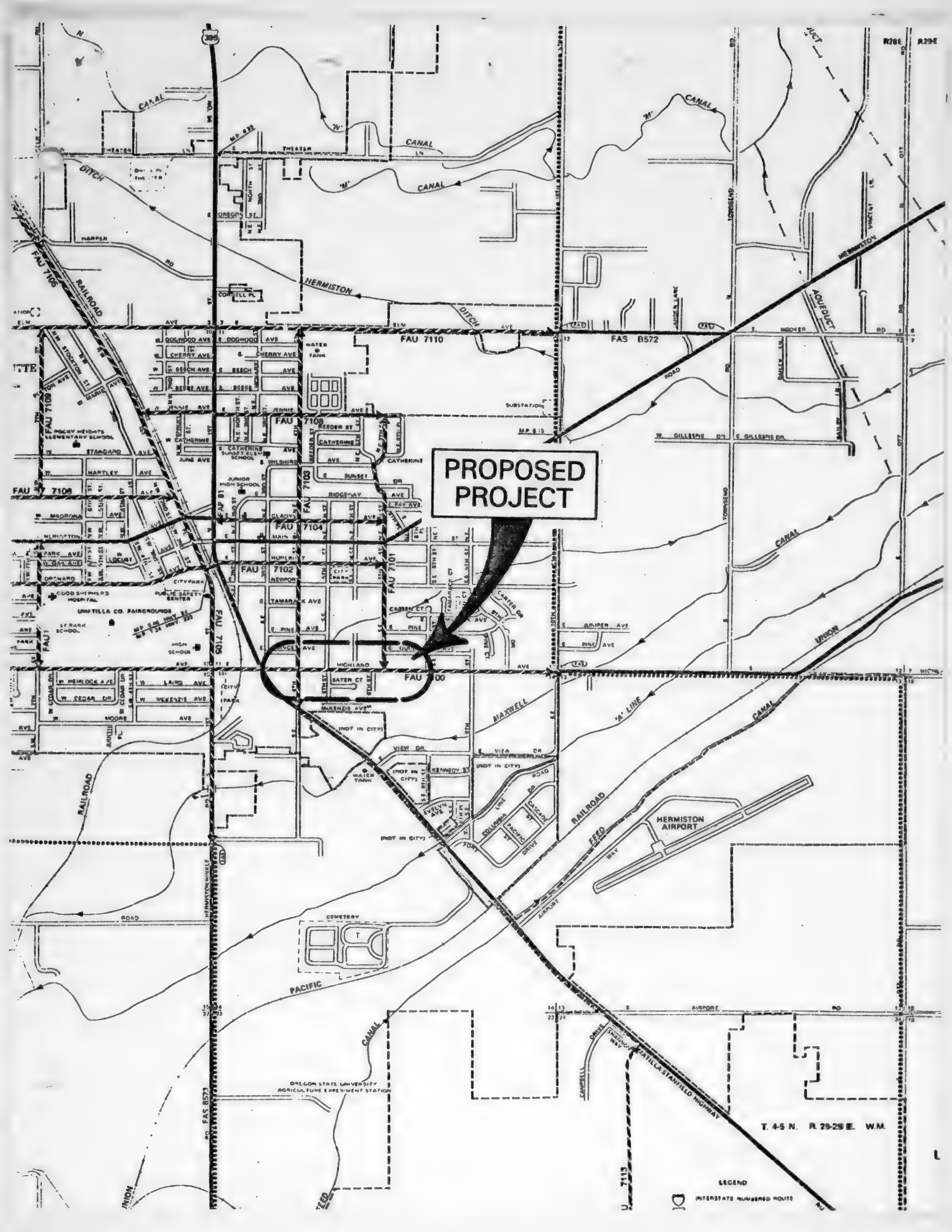
Approved By:
H S Coulter
State Highway Engineer

12-1-83
Date

12-2 to Gormsen
orig Potter
cy files

GEZ:bkb
Attachment

81-125-1387


PROPOSED
PROJECT
395
R28E
R29E
CANAL
'N' CANAL
CANAL
DITCH
THEATER LN
HARPER RD
HERMISTON DITCH
HERMISTON
RAILROAD
FAU 7106
ELM AVE
FAU 7110
FAS B572
AQUEDUCT
HOOKER RD
DOGWOOD AVE
CHERRY AVE
BEECH AVE
BEEBE AVE
JENNIE AVE
WATER TANK
SUBSTATION
FAU 7108
CATHERINE
ROCKY HEIGHTS ELEMENTARY SCHOOL
SUNSET ELEM. SCHOOL
STANDARD AVE
HARTLEY AVE
JUNIOR HIGH SCHOOL
RIDGEWAY AVE
W. GILLESPIE DR
E. GILLESPIE DR
FAU 7106
MADRONA AVE
GLADYS AVE
FAU 7104
FAU 7103
FAU 7101
MAIN ST
LOCUST
ORCHARD
FAU 7102
NEWPORT
CITY PARK
GOOD SHEPHERD HOSPITAL
PUBLIC SAFETY CENTER
UMATILLA CO. FAIRGROUNDS
TAMARACK AVE
CARSON CT
CARTER DR
FAU 7105
HIGH SCHOOL
PINE AVE
JUNIPER AVE
PINE AVE
HIGHLAND AVE
FAU 7100
SATER CT
HEMLOCK AVE
LAIRD AVE
CEDAR DR
McKENZIE AVE
MOORE AVE
(NOT IN CITY)
MAXWELL
'A' LINE
UNION
CANAL
VIEW DR.
VISTA DR
WATER TANK
KENNEDY ST
EVELYN AVE
COLUMBIA
PACIFIC
CASCADE
DRIVE
RAILROAD
FEED
HERMISTON AIRPORT
AIRPORT WAY
ROAD
CEMETERY
PACIFIC
AIRPORT RD
CANAL
OREGON STATE UNIVERSITY AGRICULTURE EXPERIMENT STATION
FAS B573
UMATILLA STANFIELD HIGHWAY
CAMPBELL
T. 4-5 N. R. 28-29 E. W.M.
7113
UNION
FEED
LEGEND
INTERSTATE NUMBERED ROUTE

10,085

# PROJECT PROSPECTUS 4-4-84
## PART 4 — SURVEY AUTHORITY

Umatilla Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 2063

SECTION ~~Umatilla/Stanfield Hwy~~
~~Hwy. 395~~ - S.E. 8th Street(Hermiston)Section

REGION 5

SURVEY AUTHORITY FAU 7100

AUTHORIZATION NO. 1

PREFIX 330-1992

DATE 1-12-84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 1,500 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | 25,500 | 918 LOCATION | | 100 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 1,000 | 920 PROGRAM MANAGEMENT | | 100 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 9 IGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 500 | 932 RAILROAD & UTILITIES | | | | | |

| | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|
| TOTALS | $ 30,700 | $ 30,700 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER FAU 7100

LOCATION ENGINEER'S REMARKS

City to do all PE, State to monitor.

Current Revised Project Prospectus Parts 1 & 2, 4-4-84

Approved by Hwy Engr 12-1-83

City requesting to do PSEE Let Contract and do Construction Engr'ing

| | | | |
|---|---|---|---|
| RED BY | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>1/11/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>11-7-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. | DATE<br>1/5/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>12-22-83 | |

LOC

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02063

REGION 5

S .Umatilla/Stanfield Hwy.-S.E. 8th St. (Hermiston)

| | | | | |
|---|---|---|---|---|
| STATE HIGHWAY # ~~0730~~ | HIGHWAY NAME City Street | | MILE POST FROM TO | LENGTH |
| ☒ URBAN<br>☐ RURAL | CITY Hermiston | COUNTY Umatilla | ROAD/STREET NAME East Highland Avenue | |
| ROUTE # | FEDERAL AID # FAU 7100 | APPLICANT (IF OTHER THAN STATE) City of Hermiston | | |

| COST ESTIMATES (000's) | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ 28 |
| RIGHT OF WAY | | $ |
| ROADWAY | $ 110 | |
| STRUCTURES | $ | |
| SIGNALS | $ | |
| ILLUMINATION | $ | |
| TEMPORARY PROTECTION | $ | |
| | $ | |
| 40% ENGINEERING & CONTINGENCIES | $ 74 | |
| TOTAL CONSTRUCTION | | $ 184 |
| TOTAL ESTIMATE | | $ 212 |

| PROJECT DATA | | |
|---|---|---|
| GRADING | (✓) | X |
| PAVING | (✓) | X |
| STRUCTURES | (✓) | |
| SIGNING | (✓) | |
| SIGNALS | (✓) | |
| ILLUMINATION | (✓) | |
| > | | |
| ENVIRONMENTAL CLASS | (1,2,3) | 2 |
| DESIGN CATEGORY | (1-7) | 4 |
| WORK TYPE | (1-12) | 2 |

| RIGHT OF WAY | | |
|---|---|---|
| FILES | (#) | |
| ACRES | (#) | |
| RELOCATIONS | (#) | |
| **WORK BY STATE/CONSULTANT/APPLICANT** | | |
| PRELIMINARY ENGINEERING | (S,C,A) | A |
| CONSTRUCTION ENGINEERING | (S,C,A) | A |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | |

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/84 | RECOMMENDED FUNDING SOURCE FAUS | RECOMMENDED PROGRAM YEAR 1985 |

RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | | |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | Y | |
| AVERAGE DAILY TRAFFIC | 1000 Est. | |
| YEAR OF AVERAGE DAILY TRAFFIC | | |

DEFINE THE PROBLEM

Existing roadway is narrow with variable shoulder width. The street is too narrow for the traffic volume and pedestrian bicycle.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV 2 1983
MAN. ASST. ______ PROGRAM UNIT ______
REFER TO ______
FOR

PROPOSED SOLUTION

Widen grade base and pave, construct curb and gutters and 5' ~~bike path.~~ Sidewalk

| | | | | |
|---|---|---|---|---|
| REQUESTED: REGION ENGINEER X | DATE 10/31/83 | | | |
| APPROVED. ASST. HWY. ENG. FOR OPERATIONS X | DATE | | | |
| APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

A sidewalk bikepath is unacceptable. If an on street lane cannot be provided do not desiginate any bikeway facility.

734-1911 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Hwy. 395 - S. E. 8th Street Section

REGION
5

## PROJECT JUSTIFICATION

This project has been identified as the city's number one Federal Aid Urban priority. Increasing traffic volumes of vehicles, bicycles and pedestrians over the years, coupled with the present narrow roadway, creates a very hazardous situation.

The project is consistent with the Division's goal of preserving and maintaining existing road/street systems.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 2063

SECTION Hwy. 395 - S.E. 8th St. (Hermiston) Section

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | A | STORM SEWER | A | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | A | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | A | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | A | ILLUMINATION | N | MATERIAL SOURCE | A | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | A | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | A | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | A | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) | NEW (#) |

| RIGHT-OF-WAY | | | | | | UTILITIES | 1 | (LIST BELOW) |
|---|---|---|---|---|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | | | | | | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) | | | | | |
| | | | | | | | | |
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | | | | |

COMPANIES
Hermiston Irrigation District
Umatilla Electric Co-op.
Pacific Power & Light
Cascade Natural Gas
Pacific N.W. Bell
Pendleton Community TV

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| | | | | 2 ± | | | 10 | | 10 | | | 2 ± | | | | |
| | 5' | A | 10 | | | | 12 | × | 12 | | | | 10 | A | 5' | |

## PROPOSED

SUGGESTED BASE DESIGN

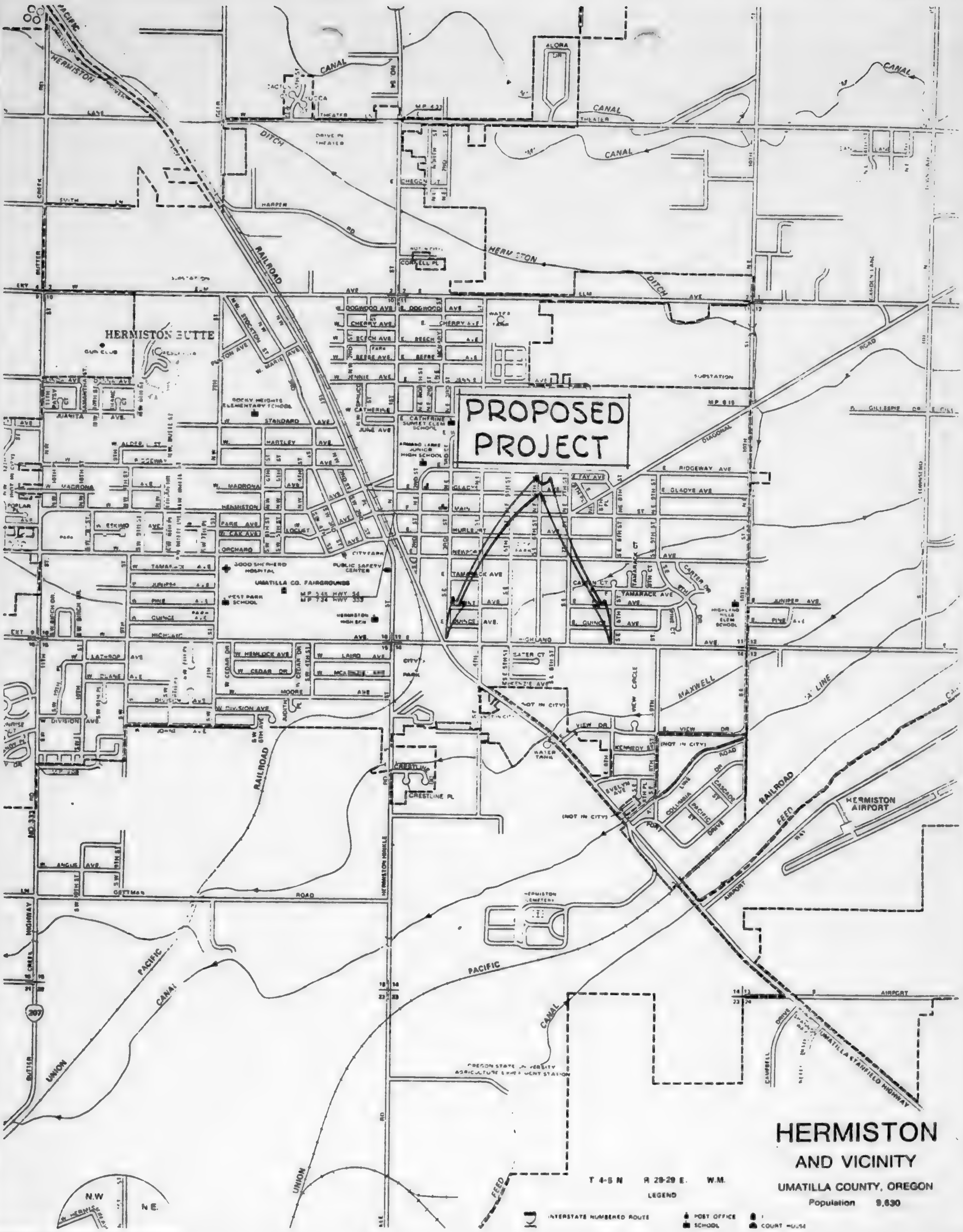
| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Location Engineer
Date

734-1912 (7-82)


PROPOSED PROJECT
HERMISTON BUTTE
HERMISTON DITCH
CANAL
RAILROAD
UNION PACIFIC
UNION PACIFIC RAILROAD
DIAGONAL ROAD
MAXWELL CANAL
'A' LINE
FEED CANAL
HERMISTON AIRPORT
AIRPORT
UMATILLA STANFIELD HIGHWAY
HERMISTON HIGHWAY
NO. 332
207
ELM AVE
HIGHLAND AVE
GETTMAN ROAD
HARPER RD
LAKE
SMITH
GILLESPIE
DOGWOOD AVE
CHERRY AVE
BEECH AVE
BEEBE AVE
JENNIE AVE
CATHERINE
STANDARD AVE
HARTLEY AVE
ALDER ST
RIDGEWAY AVE
MADRONA AVE
GLADYS AVE
MAIN
HURLBURT
NEWPORT
LOCUST
ORCHARD
TAMARACK AVE
JUNIPER AVE
PINE AVE
QUINCE AVE
HEMLOCK AVE
LAIRD AVE
CEDAR DR
DIVISION AVE
MOORE AVE
JOHNS AVE
VIEW DR
KENNEDY
EVELYN AVE
COLUMBIA
CASCADE
PACIFIC DRIVE
CRESTLINE PL
CORNELL PL
ANGUS AVE
DRIVE-IN THEATER
ROCKY HEIGHTS ELEMENTARY SCHOOL
SUNSET ELEM SCHOOL
ARMAND LARIVE JUNIOR HIGH SCHOOL
GOOD SHEPHERD HOSPITAL
UMATILLA CO. FAIRGROUNDS
WEST PARK SCHOOL
HERMISTON HIGH SCH
PUBLIC SAFETY CENTER
CITY PARK
HIGHLAND HILLS ELEM SCHOOL
WATER TANK
SUBSTATION
HERMISTON CEMETERY
OREGON STATE UNIVERSITY AGRICULTURE EXPERIMENT STATION
(NOT IN CITY)
GUN CLUB
HERMISTON
AND VICINITY
UMATILLA COUNTY, OREGON
Population 9,630
T 4-5 N R 28-29 E. W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
POST OFFICE
SCHOOL
COURT HOUSE
N.W
N.E.

TO: Dale E. Wilken [illegible]
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. FED. U | ROUTE NO. STATE |
|---|---|---|---|---|---|
| City Street, East Highland Ave.<br>"Umatilla-Stanfield Hwy-8th St.(Hermiston)" | W32 | 40112 | M-7100(1) | 7100 | City St. |

[illegible]

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) Hermiston Airport ROW 60' minimum

Water Development None Recreation & Historical Areas None

County Umatilla Code 59

A-95 Review:

State Cl. Ho.......... Exempt X Date Approved ______

Dist. 12 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Action ~~Assessment~~: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2 .

(2) ______

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

| | |
|---|---|
| TEC NTE | $ 30,700 |
| 81.79%FF | $ 25,109 |
| STATE | $ 2,795 |
| CITY | $ 2,796 |

For PR-37:

| | |
|---|---|
| Field Phase | $ ______ |
| PS&E Phase | $ ______ |

REMARKS: 1) Attached is a copy of Parts 1, 2 & 4 of Project Prospectus & Project Map.

GC:pf

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 12-20-83 | Gary A. Potter | Manager, Program Section |

cc Local Gov

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: D. E. Swan
Program Control Engineer

DATE: November 22, 1983

SUBJECT: Hwy. 395 - S.E. 8th Street Section
FAU 7100, East Highland Avenue
City of Hermiston

Enclosed is a letter from the City of Hermiston concerning the level of federal funding they are requesting for this proposed project.

They also indicated to me at a meeting on November 8, 1983 that the excess funding over the FAUS funds available to them would come from a L.I.D.

It is recommended that the project agreement (preliminary engineering) be developed to include the preparation of the plans and contract documents by the City.

Tom Carman
Tom Carman
Region Staff Assistant

TC/lm
Enc.
cc: L.T. Harper
P.D. Napolitano, P.E.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV 25 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

**city**
**of**
**hermiston**
295 EAST MAIN STREET / HERMISTON, OREGON / 97838

☐ RE
☐ ROE
☐ RFA
☐

November 17, 1983

Mr. Tom Carman, Region 5 Staff Assistant
Oregon State Highway Division
P.O. Box 850
La Grande, OR 97850

Dear Mr. Carman:

It is my understanding that the Federal Aid Urban agreement between the Highway Division and the League of Oregon Cities allows for 82% or 88% federal funding of FAUS projects.

The City submitted the application form dated September 6, 1983, for the improvement of E. Highland Avenue from Highway 395 east to S.E. 8th Street for funding under the FAUS grant. The total estimated cost is $212,000, of which the City has $130,776 available to it under the FAUS funding, or a balance of $81,224 local funding requirement.

Therefore, the City requests that you consider this application under the 82% federal funding match.

Sincerely,

L. T. Harper

L. T. Harper
City Manager

LTH/pat

10,085

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: D. E. Swan
Program Control Engineer

DATE: 11-4-83 ~~October 28, 1983~~

SUBJECT: Proposed Project
Hwy. 395 - S.E. 8th Street Section
FAU 7100, East Highland Avenue
City of Hermiston

Enclosed is a project request concerning improvement of the Hwy. 395 - S.E. 8th Street section of East Highland Avenue as received from the City of Hermiston.

Also enclosed are pages one and two of project prospectus detailing estimated cost, scope of work, definition of problem, proposed solution and project justification.

At this time the City is asking for approval of the project so preliminary engineering studies may be conducted to more closely identify the overall project cost. Also, they are asking for certification to perform the necessary preliminary engineering necessary for this project. Robert D. Hector, Region Engineer, feels the City has adequate staff, resources and expertise to conduct the preliminary engineering, subject to monitoring by the State.

Also, the City is requesting authorization to advertise, award, contract and perform construction engineering of the project. The Region defers recommendation at this time until inspectors for the City are certified and City staff can assure us of complete familiarization with construction practices in order to comply with documentation/contract administration requirements necessary for this scope of project.

Tom Carman

Tom Carman
Region Staff Assistant

TC/lm
Enc.
cc: L. T. Harper
P. D. Napolitano, P.E.

11-4-83
Tom says Region has approved the City advertising & awarding contract. He is meeting w/them 11-7-83 to discuss construction engineering & funding of balance over FAU Funds. He will send us info re: the meeting. 11-8-83 - Tom says letter coming from City.
2

NOTED
BOB DORAN

cc: LOCAT
FED AID
PCS
OLIVER

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV 9 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02063

REGION 5

SECTION Umatilla/Stanfield Hwy.
~~Hwy. 395~~ - S.E. 8th Street Section" (Hermiston)

| | | | | |
|---|---|---|---|---|
| STATE HIGHWAY # 0730 | HIGHWAY NAME City Street | | MILE POST FROM TO | LENGTH |
| ☒ URBAN<br>☐ RURAL | CITY Hermiston | COUNTY Umatilla | ROAD/STREET NAME East Highland Avenue | |
| ROUTE # | FEDERAL AID # FAU 7100 | APPLICANT (IF OTHER THAN STATE) City of Hermiston | | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 28 | GRADING (✓) | X | FILES (#) | |
| RIGHT OF WAY | | $ | PAVING (✓) | X | ACRES (#) | |
| ROADWAY | $ 110 | | STRUCTURES (✓) | | RELOCATIONS (#) | |
| STRUCTURES | $ | | SIGNING (✓) | | **WORK BY STATE/CONSULTANT/APPLICANT** | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | A |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | A |
| TEMPORARY PROTECTION | $ | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | |
| | $ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | |
| 40% ENGINEERING & CONTINGENCIES | $ 74 | | DESIGN CATEGORY (1-7) | 4 | **CONSTRUCTION BY** | |
| TOTAL CONSTRUCTION | | $ 184 | WORK TYPE (1-12) | 2 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 212 | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/84 | RECOMMENDED FUNDING SOURCE FAUS | RECOMMENDED PROGRAM YEAR 1985 |

### RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | | |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | Y | |
| AVERAGE DAILY TRAFFIC | 1000 Est. | |
| YEAR OF AVERAGE DAILY TRAFFIC | | |

DEFINE THE PROBLEM
Existing roadway is narrow with variable shoulder width. The street is too narrow for the traffic volume and pedestrian bicycle.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV 2 1983
MAN. ASST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

PROPOSED SOLUTION
Widen grade base and pave, construct curb and gutters and 5' bike path.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE 10/21/83 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

## GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

## SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

**SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY** and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

**COST ESTIMATES** — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

**PROJECT DATA** — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

**RIGHT OF WAY** — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

**WORK BY** and **CONSTRUCTION BY** are self-explanatory.

**FINANCING/PROGRAMMING** — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

**EXISTING** & **PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

**DEFINE THE PROBLEM** — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

**PROPOSED SOLUTION** — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

# PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

| | |
|---|---|
| SECTION<br>Hwy. 395 - S. E. 8th Street Section | REGION<br>5 |

## PROJECT JUSTIFICATION

This project has been identified as the city's number one Federal Aid Urban priority. Increasing traffic volumes of vehicles, bicycles and pedestrians over the years,coupled with the present narrow roadway, creates a very hazardous situation.

The project is consistent with the Division's goal of preserving and maintaining existing road/street systems.

## ADMINISTRATION RECOMMENDATION

## INSTRUCTIONS

**PROJECT JUSTIFICATION**

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

**ADMINISTRATION RECOMMENDATION** will be completed in Salem.

Local Prog

# PROJECT PROSPECTUS

PART 2 — [illegible]OJECT DETAILS

*NOTE: ATTACH DESCRIPTION AND SKETCH MAP

FAU 1100 East Highland Ave.

Umatilla Co

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2063

SECTION Hwy. 395 - S.E. 8th St. (Hermiston) Section

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | A | STORM SEWER | A | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | A | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | A | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | A | ILLUMINATION | N | MATERIAL SOURCE | A | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | A | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | A | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | A | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) | | NEW (#) | |

UTILITIES 1 (LIST BELOW)

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | |

COMPANIES
Hermiston Irrigation District
Umatilla Electric Co-op.
Pacific Power & Light
Cascade Natural Gas
Pacific N.W. Bell
Pendleton Community TV

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | 2 ± | | | 10 | x | 10 | | | 2 ± | | | | |
| 5 | | A | 10 | | | | 12 | | 12 | | | | 10 | A | | S |

## PROPOSED

| SUGGESTED BASE DESIGN | | | | | |
|---|---|---|---|---|---|
| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
| | | | | | |
| | | | | | |

| STRUCTURE DATA | | | | | | | |
|---|---|---|---|---|---|---|---|
| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

734-1912 (7-82)

# PROJECT PROSPECTUS

## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

SECTION Hwy. 395 - S.E. 8th Street(Hermiston)Section

REGION 5

## SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ 1500 | $ | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | 27,700 | | 918 LOCATION | | | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | | 920 PROGRAM MANAGEMENT | | | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN SERVICES | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | 1000 | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | 500 | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ 30,700 | $ |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

| | | | |
|---|---|---|---|
| PREPARED BY | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>11-7-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7-82)

10,015

## FEDERAL AID PROJECT REQUEST

Date 9/6/83

Applicant Agency CITY OF HERMISTON

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU 7100 Route Name East Highland Avenue

Project Name U.S. Highway 395 to S.E. 8th Street Section

Project Length 2,700 feet Project Location (Attach sketch map)

Project Description Construct 44 foot roadway with curb, gutter and 5 foot wide bikeway on each side.

Average Daily Traffic 1,000 estimated Design Speed 25 MPH

Complete Applicable Sections:

### I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22 feet Travel Lanes 2 Shoulders 0

Medians - Parking -

Sidewalks -

Remarks -

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 feet Travel Lanes 2 Shoulders 0

Medians - Parking 10 feet

Curbed yes Length Curb Radii 15 feet

Sidewalk/Bikeway 5 feet - both sides of street

Remarks

### II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 66 feet Minimum 60 feet Maximum 66 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

### III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Flashing traffic signal at S.E. 4th Street

☐ RE ☐ RCE ☐ [illegible] ☐ RCE
☐ RFA [illegible] ☐
RECEIVED
REGION 5 OFFICE

2. Proposed Signalization:

Location Retain existing flashing signal

Type Red and yellow flashing signal
Phases N/A
Type of Suspension Overhead cable suspension
Interconnected N/A
Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? None

## IV. ILLUMINATION DATA

1. Existing Illumination and Location:

See attached sketch map

2. Proposed Illumination:

Location Retain existing illumination
Type Mercury vapor

Remarks

## V. STRUCTURE DATA

1. Existing Structure:

Location None
Type N/A
Approach Roadway Width N/A Shoulder Width N/A
Length N/A Width N/A
To remain in place? N/A

2. Proposed Structure:

Location None

Approximate Size: Length N/A Width N/A

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad N/A
Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? N/A

Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | City of Hermiston, L. T. Harper, City Manager Office |
| 2. Environmental | City of Hermiston, L. T. Harper, City Manager Office |
| 3. Public Hearing | City of Hermiston, L. T. Harper, City Manager Office |

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes X No _____

If "yes," describe briefly: Preliminary engineering, construction engineering and tree removal

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 170,200 |
| Right-of-way costs (if participating) | 0 |
| Traffic control | 0 |
| Illumination | 0 |
| Structures | 0 |
| Railroad | 0 |
| Other (Irrigation pipe relocation) | 14,000 |
| Preliminary engineering | 27,700 |
| PROJECT TOTAL | $ 211,900 |

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF HERMISTON and/~~or~~ UMATILLA COUNTY

By Raymond R Schroth
Raymond R. Schroth, Mayor

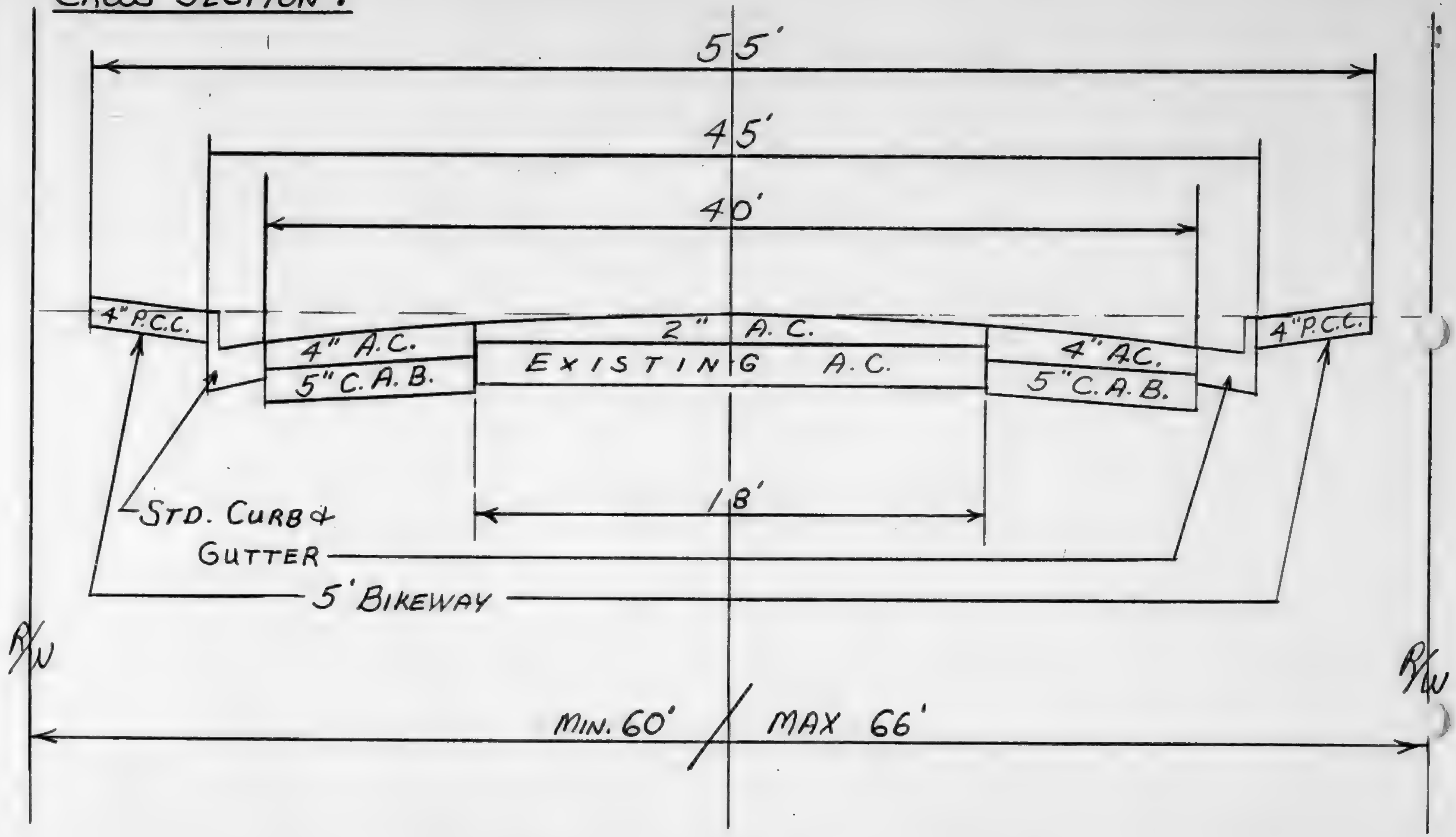
By _____

By Absent

By

By William S. Hansell

## CROSS SECTION:


55'
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4" P.C.C.
2" A.C.
4" A.C.
5" C.A.B.
4" A.C.
5" C.A.B.
EXISTING A.C.
18'
STD. CURB & GUTTER
5' BIKEWAY
R/W
R/W
MIN. 60' / MAX 66'

# HIGHLAND AVE.

**City of Hermiston**
**Hermiston, Oregon**

9/6/83

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☐ RFA [illegible] ☐
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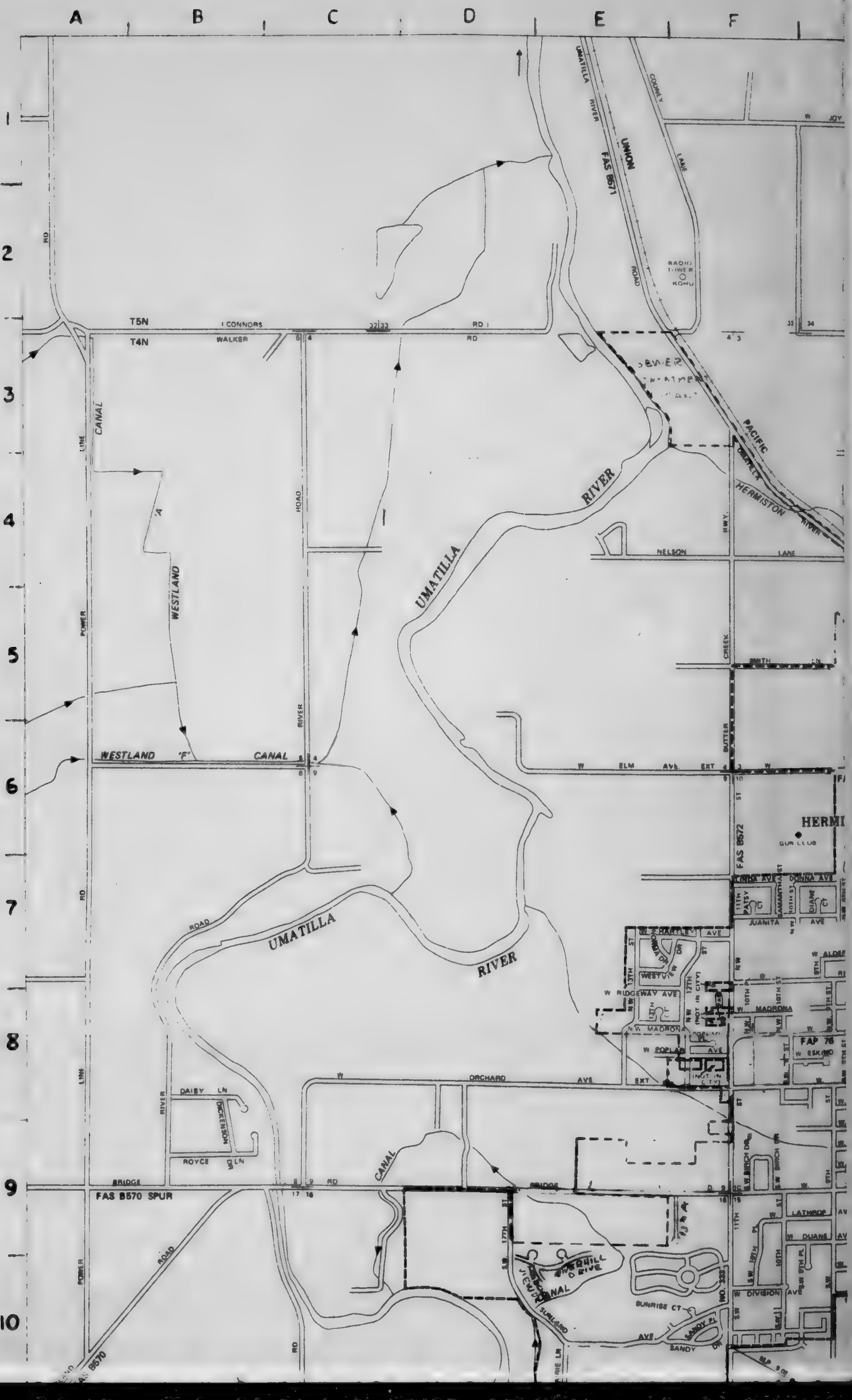
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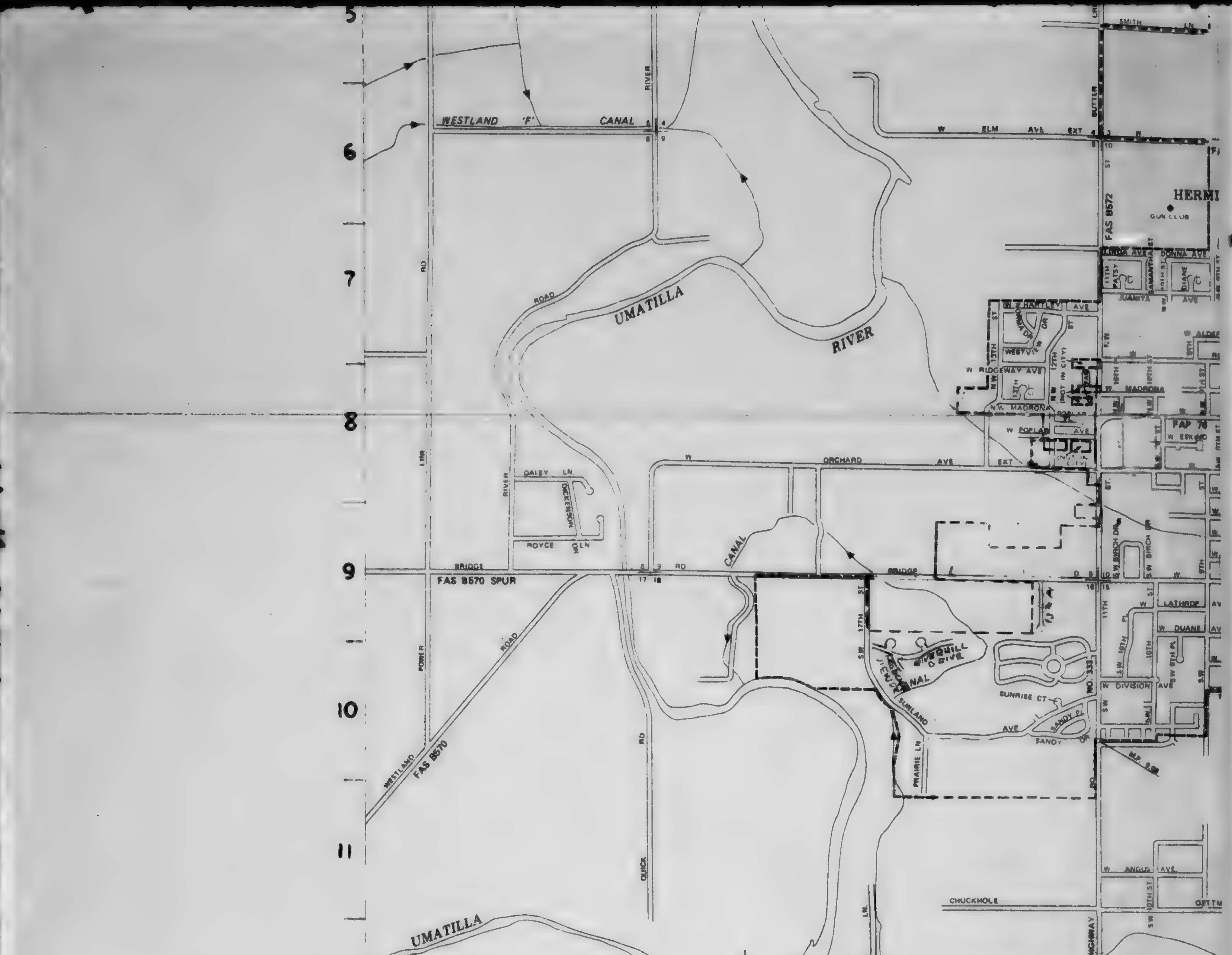
UMATILLA RIVER
FAS B571
UNION
PACIFIC
COUNTY LANE
ROAD
RADIO TOWER KOHU
W JOY
T5N
T4N
CONNORS RD
WALKER RD
SEWER TREATMENT PLANT
POWER LINE CANAL
WESTLAND
WESTLAND "F" CANAL
RIVER ROAD
UMATILLA RIVER
HERMISTON
RIVER
HWY.
NELSON LANE
BUTTER CREEK
SMITH
W ELM AVE EXT
FAS B572
HERMI
GUN CLUB
DONNA AVE
JUANITA AVE
W HARTLEY AVE
WESTVIEW DR
W RIDGEWAY AVE
MADRONA
W POPLAR AVE
FAP 76
W ESKIMO
W ORCHARD AVE EXT
(NOT IN CITY)
POWER RD
RIVER
DAISY LN
DICKENSON LN
ROYCE LN
BRIDGE RD
FAS B570 SPUR
CANAL
ROAD
BRIDGE
LATHROP AV
DUANE AV
W DIVISION AV
SUNRISE CT
SANDY PL
SANDY DR
NO. 333
RD
FAS B570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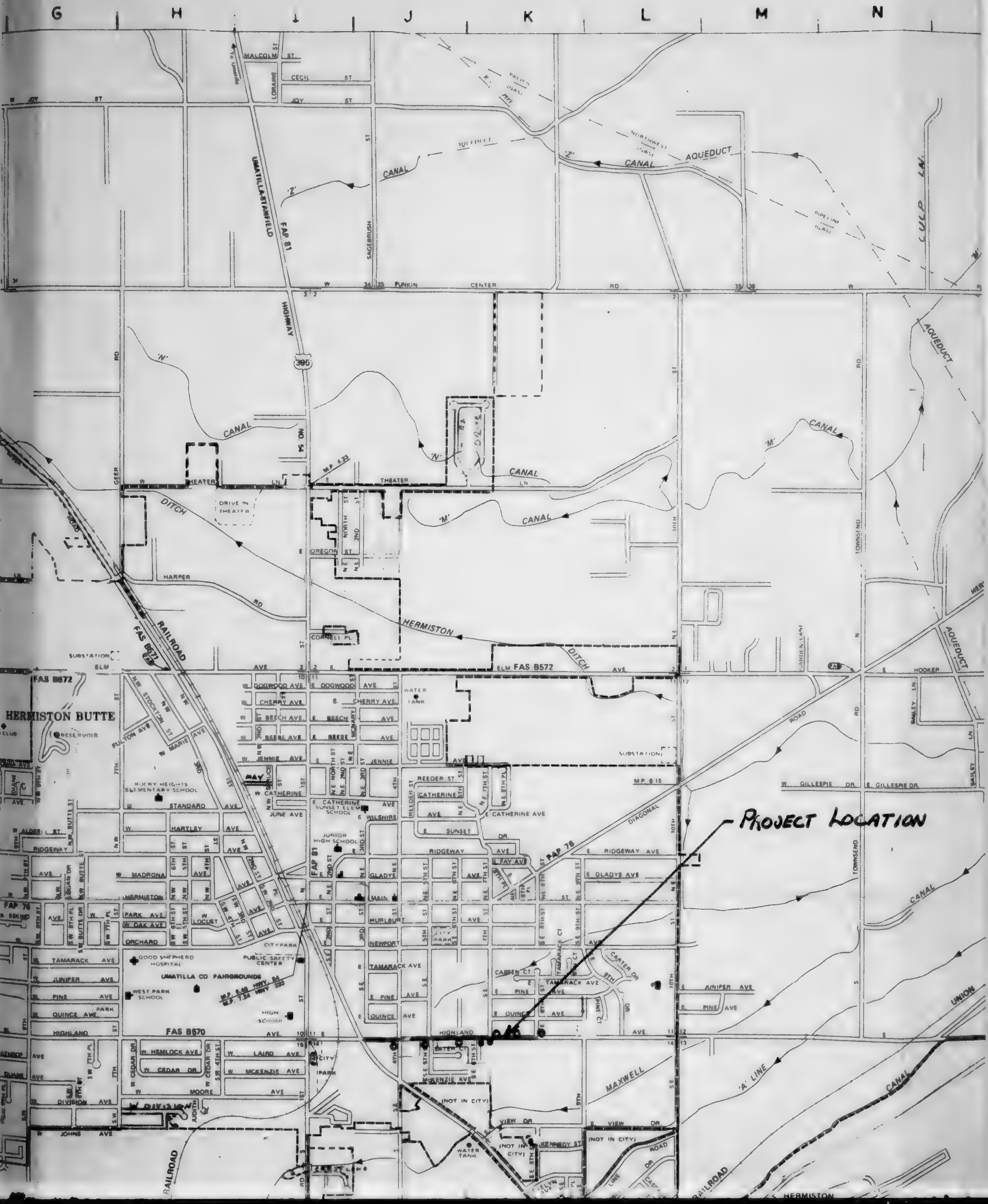
HERMI
GUN CLUB
UMATILLA RIVER
W HARTLEY AVE
WESTVIEW DR
W RIDGEWAY AVE
W MADRONA
W POPLAR AVE
FAP 76
W ORCHARD AVE EXT
DAISY LN
DICKENSON
ROYCE LN
BRIDGE RD
FAS B570 SPUR
CANAL
POWER LINE RD
WESTLAND ROAD
FAS B570
QUICK RD
SW 17TH ST
RIVERHILL DRIVE
SUNLAND AVE
PRAIRIE LN
SUNRISE CT
SANDY DR
W DIVISION AVE
W LATHROP AVE
W DUANE AVE
W ANGLE AVE
CHUCKHOLE
LOMBARDY LN
MINNEHAHA RD
(KELLER RD)
MINNEHAHA ROAD
MINNEHAHA SPRING
207
BUTTER CREEK HIGHWAY
UNION
KELLER RD
MAXWELL
ECHOLS RD
LLOYD RD
KING RD
'A' LINE
HERMISTON SW
FEED LOTS
PVT. ROADS
FEEDVILLE
To Lexington



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CECIL ST
JOY ST
W JOY ST
LORAINE
UMATILLA-STANFIELD
FAP 81
SAGEBRUSH ST
'Z' CANAL
'Z' CANAL AQUEDUCT
NORTHWEST (GAS)
PIPELINE (GAS)
CULP LN
W PUNKIN CENTER RD
HIGHWAY
395
NO 54
'N' CANAL
'M' CANAL
GEER RD
W THEATER LN
E THEATER LN
MP 4.33
DRIVE IN THEATER
DITCH
HARPER RD
E OREGON ST
NORTH ST
2ND
HERMISTON DITCH
CORNELL PL
RAILROAD
FAS B571
SUBSTATION
ELM AVE
ELM FAS B572 AVE
FAS B572
HERMISTON BUTTE
RESERVOIR
DOGWOOD AVE
CHERRY AVE
BEECH AVE
BEEBE AVE
JENNIE AVE
WATER TANK
W MARIE AVE
FULTON AVE
STOCKTON
ROCKY HEIGHTS ELEMENTARY SCHOOL
STANDARD AVE
W CATHERINE
E CATHERINE SUNSET ELEM SCHOOL
JUNE AVE
E WILSHIRE
REEDER ST
CATHERINE AVE
E CATHERINE AVE
SUNSET DR
W HARTLEY AVE
W ALDER ST
RIDGEWAY AVE
E RIDGEWAY AVE
JUNIOR HIGH SCHOOL
W MADRONA
GLADYS
E FAY AVE
FAP 78
E GLADYS AVE
HERMISTON
MAIN
FAP 76
W OAK AVE
PARK AVE
W LOCUST
HURLBURT AVE
ORCHARD
NEWPORT
CITY PARK
TAMARACK AVE
GOOD SHEPHERD HOSPITAL
PUBLIC SAFETY CENTER
UMATILLA CO FAIRGROUNDS
JUNIPER AVE
CARSON CT
TAMARACK CT
TAMARACK AVE
CARTER DR
PINE AVE
E PINE AVE
WEST PARK SCHOOL
M.P. 5.48 HWY 54
M.P. 7.34 HWY 333
QUINCE AVE
E QUINCE AVE
HIGH SCHOOL
HIGHLAND AVE
FAS B570
W HEMLOCK AVE
W LAIRD AVE
W CEDAR DR
W MCKENZIE AVE
MOORE AVE
DIVISION AVE
W DIVISION
JUDITH
JOHNS AVE
RAILROAD
MAXWELL
'A' LINE
CANAL
UNION
(NOT IN CITY)
VIEW DR
E VIEW DR
WATER TANK
KENNEDY ST
ROAD
HERMISTON
10TH ST
TOWNSEND RD
DIAGONAL ROAD
MP 6.16
SUBSTATION
W GILLESPIE DR
E GILLESPIE DR
BAILEY LN
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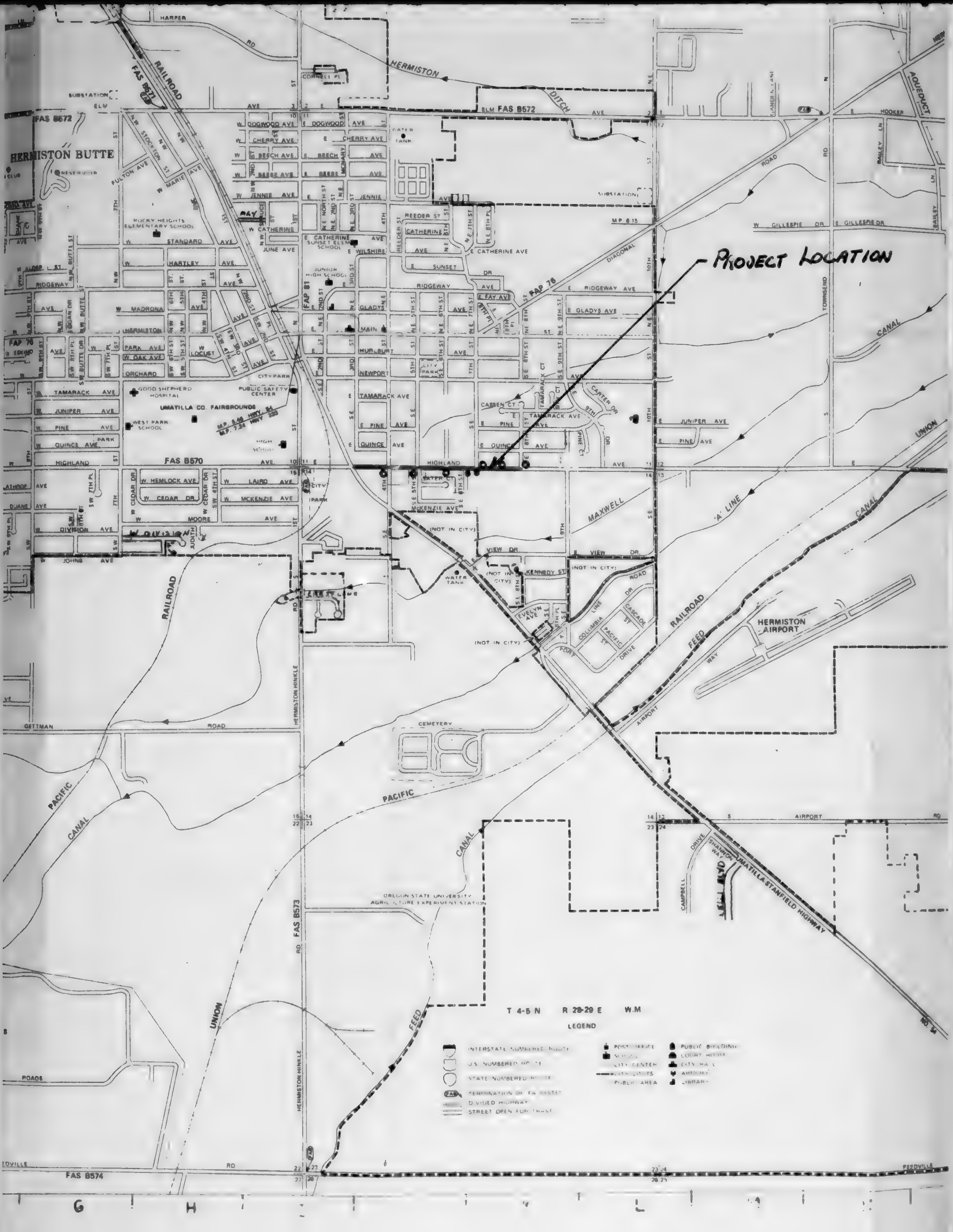
- PROJECT LOCATION



PROJECT LOCATION

HERMISTON BUTTE
HARPER RD
HERMISTON DITCH
CORNELL PL
ELM FAS B572 AVE
FAS B572
FAS B571
RAILROAD
SUBSTATION
W DOGWOOD AVE
E DOGWOOD AVE
W CHERRY AVE
E CHERRY AVE
BEECH AVE
BEEBE AVE
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E JENNIE
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W MARIE AVE
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FAP 76
FAP 81
DIAGONAL ROAD
HERMISTON
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W OAK AVE
LOCUST
HURLBURT
NEWPORT
ORCHARD
CITY PARK
TAMARACK AVE
E TAMARACK AVE
GOOD SHEPHERD HOSPITAL
PUBLIC SAFETY CENTER
UMATILLA CO. FAIRGROUNDS
JUNIPER AVE
PINE AVE
E PINE AVE
WEST PARK SCHOOL
MP 8.48 HWY 54
MP 7.24 HWY 333
QUINCE AVE
E QUINCE AVE
HIGH SCHOOL
HIGHLAND AVE
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CARTER DR
TAMARACK CT
PINE CT
JUNIPER AVE
PINE AVE
W HEMLOCK AVE
W LAIRD AVE
W CEDAR DR
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McKENZIE AVE
MOORE AVE
DIVISION AVE
W DIVISION
W JOHNS AVE
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WATER TANK
EVELYN AVE
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CASCADE ST
PACIFIC DRIVE
PORT
MAXWELL
'A' LINE
FEED CANAL
RAILROAD
HERMISTON AIRPORT
AIRPORT WAY
AIRPORT RD
UNION PACIFIC
UNION CANAL
PACIFIC CANAL
CEMETERY
GETTMAN ROAD
HERMISTON HINKLE RD
FAS B573
OREGON STATE UNIVERSITY AGRICULTURE EXPERIMENT STATION
S AIRPORT RD
CAMPBELL DRIVE
SHANNON WAY
UMATILLA-STANFIELD HIGHWAY
E HOOKER
AQUEDUCT
W GILLESPIE DR
E GILLESPIE DR
BAILEY LN
TOWNSEND
10TH
MP 6.15
FEEDVILLE RD
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T 4-5 N   R 28-29 E   W.M
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
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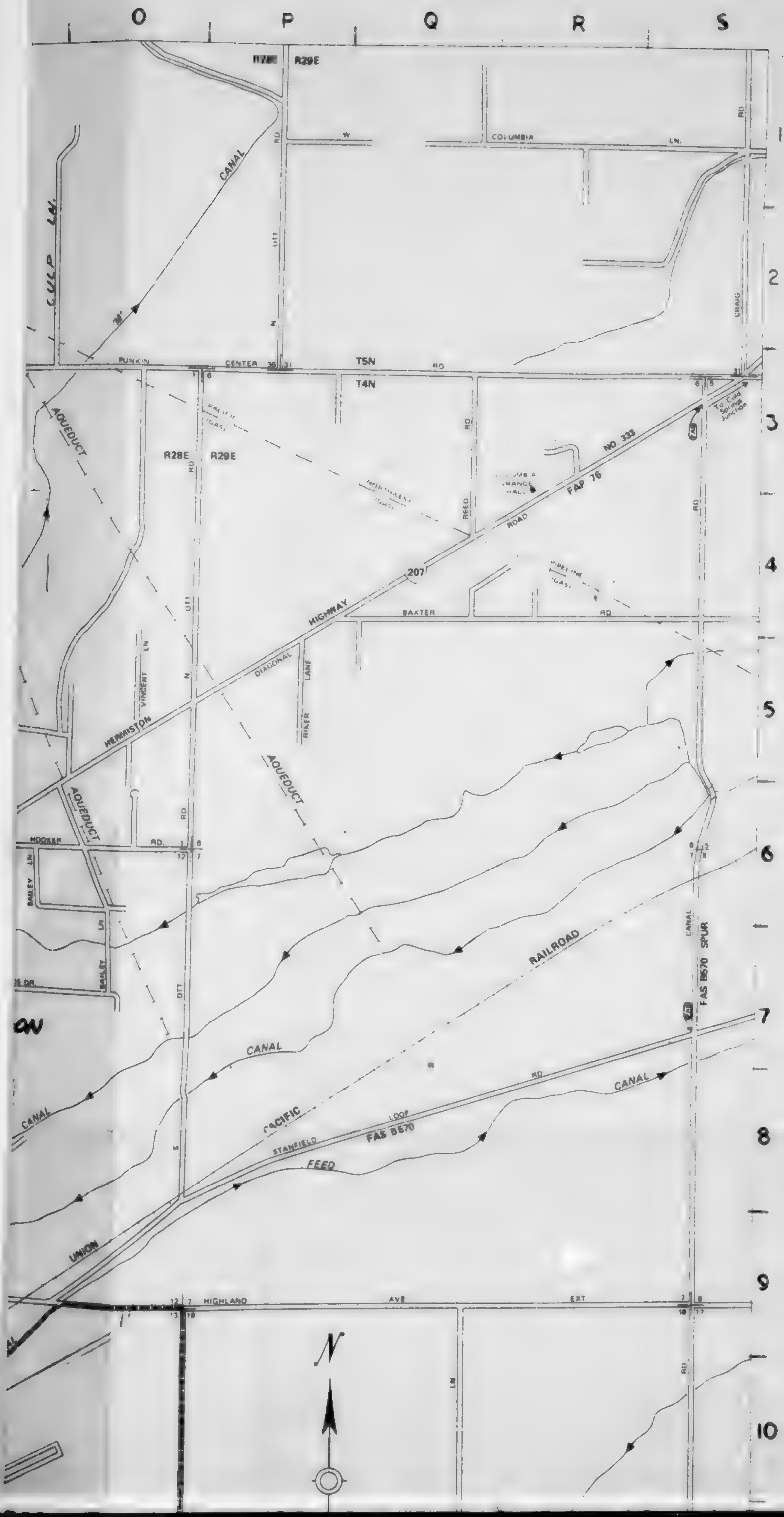
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CRAIG RD
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T4N
To Cold Springs Junction
AQUEDUCT
R28E
R29E
PACIFIC (GAS)
NORTHWEST (GAS)
COLUMBIA GRANGE HALL
NO. 333
FAP 76
ROAD
REED RD
207
PIPELINE (GAS)
HIGHWAY
BAXTER
RD
DIAGONAL
RIKER LANE
VINCENT LN
HERMISTON
AQUEDUCT
HOOKER
RD.
BAILEY LN
BAILEY LN
DR.
ON
RAILROAD
CANAL
FAS B570 SPUR
CANAL
CANAL
CANAL
PACIFIC
LOOP
STANFIELD
FAS B570
FEED
UNION
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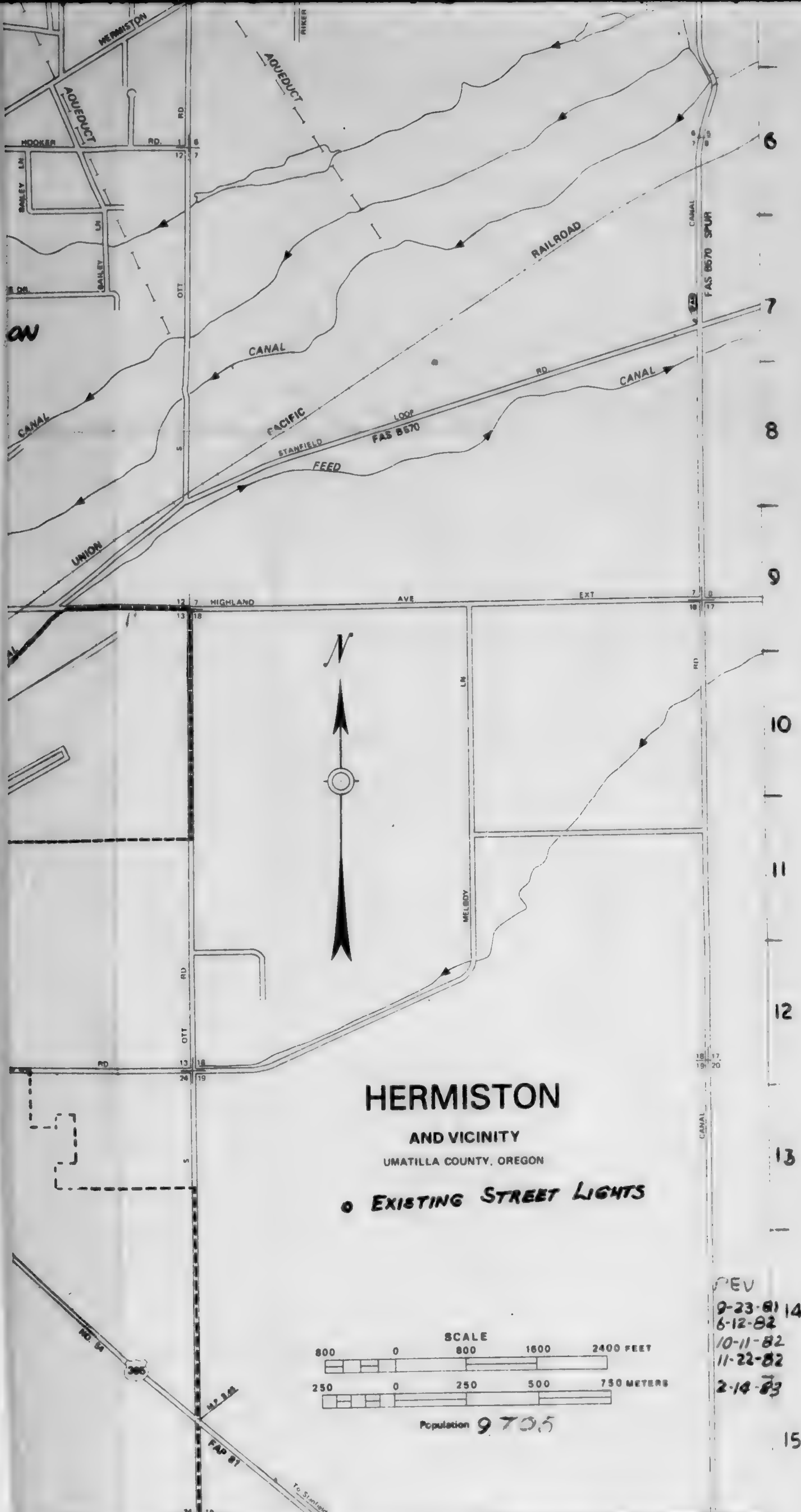
HERMISTON
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395
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FEEDVILLE
R28E
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P
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# HERMISTON

AND VICINITY

UMATILLA COUNTY, OREGON

○ EXISTING STREET LIGHTS

SCALE

800 0 800 1600 2400 FEET

250 0 250 500 750 METERS

Population 9705

REV
9-23-81
6-12-82
10-11-82
11-22-82
2-14-83

1985 Minam-Spring Cr. Sec, 10,086
Wallowa Lake Highway
(gr, & pav.)

C+A 8343 03-12-85

bi cc: OSHD Donald E. Forbes

10 [illegible]

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

**STATE COPY**

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>5 | **COUNTY**<br>Wallowa | **DIVISION**<br>Oregon |
| **DATE OF REPORT**<br>3-18-88 | **REPORT MADE BY** 3 - 14 [illegible]<br>Thomas P. Lowe, Area Engineer | | **PROJECT NO.**<br>F-7(18) |
| **COMPLETION DATE (Actual)**<br>10-7-86 | **ACCEPTANCE DATE BY CONRTACT AGENCY**<br>12-8-87 | **TIME ELAPSED**<br>% | **CONTRACT TIME** |
| **LOCATION** | | | |

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MINUM - SPRING CREEK SECTION
WALLOWA LAKE HIGHWAY
Grading & Paving

This project provided for widening the existing roadway, overlaying it with a "C" mix leveling course and two lifts of "B" mix. Also about three miles of metal guardrail were added.

The final cost of $5,541,000 is four percent over the authorization.

RECEIVED
STATE HWY ENGR
MAR 29 '88
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

W. E. SCHWARTZ 3/31

| | | | |
|---|---|---|---|
| **ACCEPTANCE OF PROJECT IS RECOMMENDED** | | **ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION** | |
| **SIGNATURE** T P Lowe | | **SIGNATURE** John T. Price | |
| **TITLE**<br>Area Engineer | **DATE**<br>3/24/88 | **TITLE**<br>District Engineer B | **DATE**<br>3/29/88 |

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,086

January 22, 1988

CON 5 - 10,086

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On January 12, 1988, we wrote to you concerning release of final payment on Contract No. 10,086 awarded to Morse Bros., Inc. for work on the Minam-Spring Creek Section of the Wallowa Lake Highway in Wallowa County.

Final payment on this contract is $902.47 and the total contract amount is $5,100,716.57 including $51,271.55 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Robert Hector

10,086

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10086

**TO:** Commission Services

**DATE:** December 8, 1987

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10086 , On Site Work Substantially Completed October 7, 1986

All Work Completed July 16, 1987

Project Minam-Spring Creek

Highway Wallawa

County Wallawa

Type of Work Grading and Paving

Contractor Morse Bros., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent - 1-12-88

RECEIVED
JAN -8 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1st letter
lost in mail

10,086

NEIL GOLDSCHMIDT
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 21, 1987

In Reply Refer to File No.:
CON 5
10086

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-7(18)

Contract 10086, Work Completed October 7, 1986

Project Minam-Spring Creek

Highway Wallowa

County Wallowa

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 29, 1986

John T. Price
for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
SEP 9 '87
REFER TO
FOR
| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

RE
AUG 24 1987
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

10,086

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 12, 1987
IN REPLY REFER TO
HB.2-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-7(18)
Contract No. 10086, P.A. No. 13
Minam - Spring Creek
Wallowa Lake Highway

We concur in the subject price agreement settling the claim concerning extra embankment at guardrail flares as requested in Mr. Fredrickson's July 22 memorandum.

Sincerely yours,

John T. Price
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
(C. Fredrickson, Const)

2

RECEIVED
STATE HWY ENGR
AUG 12 '87
REFER TO
Schwartz
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| X | | | | | | |

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

011

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>Minam - Spring Creek | | CONTRACT NO.<br>10086 |
| HIGHWAY<br>Wallowa Lake | COUNTY<br>Wallowa | PREFIX<br>C10086 |
| CONTRACTOR'S NAME AND ADDRESS<br>Morse Bros., Inc.<br>32260 Highway 34<br>Tangent, Oregon 97389 | | F. A. PROJECT NO.<br>F-7(18) |
| | | PRICE AGREEMENT NO.<br>13 |

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Compensate the Contractor for constructing embankment for guard rail flares which were not shown in plans.

APPROVED EFFECTIVE DATE 7/13/87
Contingent upon modification of project agreement if additional funds are required.
BY John T. Price
TITLE DISTRICT ENGINEER
DATE 8/12/87
FEDERAL HIGHWAY ADMINISTRATION

| PAY ITEM NO. | ITEM DESCRIPTION | EST. QUANTITY | UNIT | AGREED UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 3013A | Construct Embankment | All | Lump Sum | 2,099.19 | $ 2,099.19 |

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 2,099.19

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This price agreement eliminates the claim for this work.

o.k.
Ken

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED CONTRACTOR 7-6-87 DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER Ronald A. Riesdorf DATE 7/6/87

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION DATE 7/7/87

~~NOTED OR~~ APPROVED BY CONSTRUCTION O. A. Jackmond DATE 7-13-87

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PRO-

10;084

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# WEEKLY REPORT FOR CONSTRUCTION PROJECTS

FINAL

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>Minam-Spring Creek | | WEEK ENDING<br>May 30, 1987 |
| | | CONTRACT NO<br>10086 |
| HIGHWAY<br>Wallowa Lake | COUNTY<br>Wallowa | F A PROJECT NO<br>F-7(18) |
| CONTRACTOR<br>Morse Bros. | KIND OF WORK<br>Grading and paving | DATE OF AWARD<br>July 10, 1985 |

**PROJECT AUTHORIZATION**

CURRENT AUTHORIZATION $ 5,315,912.77

ESTIMATED PROJECT COST $ 5,518,154.00

ESTIMATED PERCENT OVERRUN/~~UNDERRUN~~ 3.8 %

**ENGINEERING**

AUTHORIZATION $ 378,020.46

COST THIS WEEK $ 672.04

TOTAL TO DATE $ 414,924.51

PERCENT OF AUTHORIZATION 113 %

FIRST NOTIFICATION DATE: Aug. 21, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: Oct. 7, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: May 29, 1987

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PERCENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| A | 6-05-86 | 45 | 44 | 44 | yes |
| B | | 35 | 35 | 35 | yes |
| C | 10-12-86<br>Adjusted | | 0 | 0 | yes |

| CONTRACT STATUS | GRADING | CT BASE | PAVING | SIGNALS Drainage | STRUCTURES | Guardrail |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 61,335CY | 79,000TN | 75,000TN | | RCBC<br>755+50 | |
| EST. CORRECTED QUANTITIES | 75,621CY | 89,413TN | 79,951TN | | | |
| EST. PERFORMED TO DATE | 75,621 | 89,413 | 79,951 | | | |
| PERCENT PERFORMED TO DATE | 100 | 100 | 100 | 100 | 100 | 100 |

ACTIVITIES THIS WEEK:

NONE.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

NONE.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

SEMI FINAL SUBMITTED TO REGION ON MAY 29, 1987.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Ronald A. Reisdorf

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

October 9, 1986

D. O. Christensen
Road Design Engineer

File 55542
Minam-Spring Creek Section
Wallowa Lake Highway
Wallow County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

10

jc cc: O[illegible] (Rulien)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

## INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☒ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
NOV 17 '86
REFER TO Fredrickson
FOR Info Inves R/D D/R Sign Act File

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>4 | COUNTY<br>Wallowa | DIVISION<br>Oregon |
| IN COMPANY WITH<br>Ron Reisdorf, Project Manager; OSHD | | | |
| DATE OF INSPECTION<br>10/1/86 | INSPECTION MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>F-7(18) |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>C.D.C.<br>9/30/86 % | WORK COMPLETED<br>99 % |

Cg 11/17

### MINUM - SPRING CREEK SECTION
### WALLOWA LAKE HIGHWAY
### Grading & Paving

NOTED
W. E. SCHWARTZ

This project provided for widening the existing roadway, overlaying it with a "C" mix leveling course and 2 lifts of "B" mix. Also about three miles of metal guardrail were added.

The purpose of this inspection was to review the completed work in the field. No work was in progress except for some minor delineation installation. Traffic had full utilization of the completed facility.

The project was essentially complete as of 9/30/86 except for restoration of the materials source. The State will hold third notification until the restoration is complete.

Asphaltic concrete was accepted under the State's statistical specification. Attached is a summary of the statistical computations and pay factors. The quality of asphaltic concrete utilized on this project was very good and the contractor will receive a bonus payment.

I judged the ride on this section of new asphaltic construction to be very good.

The project manager advised that there may be a claim associated with the Wallowa River Bear Creek Bridge membrane. I will analyze and report on that claim following the State's analysis and recommendation.

This project appears to have been constructed in conformance with the contract requirements and therefore acceptance is recommended pending restoration of the aforementioned material source.

- TPL -

jc

U. S. DEPARTMENT OF TRANSP ION
FEDERAL HIGHWAY ADMINIS ATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wallowa

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40042

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE September 24, 1986

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER 10

10. GENERAL LOCATION:

Minam - Spring Creek Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/22/86 we approve the revised Preliminary Engineering costs to a TEC of $103,140; Federal Funds $90,917.

(Increase TEC $30,540; Federal Funds $26,921)

14. DATE 9/30/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: September 22, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40042
Project No. F-7(13)
Minam-Spring Creek Section
Wallowa County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justifications.

The preliminary engineering costs for the subject project have exceeded the survey authorizations as indicated below.

A significant increase occurs under activity 905 (Final Design) due to extensive coordination and analysis of the Roadside Inventory, and the unanticipated need to revise the storm sewer system. Funding has been increased slightly under various other activities to reflect actual cost. This is a final request for this project.

The preliminary engineering costs are $103,140.00.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Paul D. Singer
Region 5

Form 734-3122

10,087

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10087

TO: Commission Services

DATE: August 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10087, On Site Work Substantially Completed November 1, 1985

All Work Completed February 25, 1986

Project Wildhorse Creek (Gentry) Bridge

Highway FAS B583 (Weston Road)

County Umatilla

Type of Work Grading, Paving and Structure

Contractor A & R Construction, Inc. dba LACO Construction Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-2-86 - Surety letter written.

RECEIVED
AUG 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc cc: OSHL Rulien)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.: 10
REPORT NO.: 3
COUNTY: Wallowa
DIVISION: Oregon

IN COMPANY WITH: R. Reisdorf, Project Manager, OSHD: and J. Klamerus, FHWA Trainee

DATE OF INSPECTION: 7-17-86
INSPECTION MADE BY: D. B. Carter, Area Engineer
PROJECT NO.: F-7(18)

QUALITY OF WORK: Satisfactory
PROGRESS OF WORK: Satisfactory
TIME ELAPSED: 44 %
WORK COMPLETED: 84 %

## MINAM - SPRING CREEK SECTION
## WALLOWA LAKE HIGHWAY
## Grading and Paving

RECEIVED
STATE HWY ENGR
AUG 8 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy 8/12

NOTED
W. E. SCHWARTZ

### WORK COMPLETED

| | |
|---|---|
| Grinding | 100 % Complete |
| Base | 100 % Complete |
| Paving | 63 % Complete |

### WORK IN PROGRESS

Paving base lift near the north side of the community of Wallowa. Paving road approaches in the western portion of the project.

### COMMENTS

Inspection Report No. 2 noted that the contractor had not closely adhered to several aspects of the materials source development plan. A new mitigation plan has been approved which will correct any problems associated with work at this source.

The top lift has been paved from Minam easterly to Rock Creek. It is expected that the base course through the rest of the project will be completed this week. The contractor has been in bonus payment on the Class "B" surfacing with composite pay factors of Lot No. 1, 1.043, Lot No. 2, 1.022, Lot No. 3, 1.043. A copy of the test results are attached to the Division Office copy of this report. The temperature of the mixture on the road at laydown is approximately 285°F - 290°F. Compaction is being obtained using a pneumatic roller for breakdown, and steel wheeled rollers for intermediate and finish rolling. Some intermediate passes are being made in the vibratory mode.

The street improvements except for some sidewalk work are essentially complete in the community of Wallowa. Some concern has been raised by local residents regarding the handicap sidewalk ramps. The concern is that the ramps will be unsafe for use in the winter when slippery conditions exist. Mr. Reisdorf is working with the community on this issue.

The pavement completed to date looks and rides good.

DBC

bi

cc: OSHD (L.W. RULIEN)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

## INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Wallowa | DIVISION<br>Oregon |

IN COMPANY WITH
R. Reisdorf, Project Manager, OSHD; R. Arnold, Environmental/Safety Coordinator, FHWA Oregon Division Office

| | | |
|---|---|---|
| DATE OF INSPECTION<br>May 22, 1986 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | PROJECT NO.<br>F-7(18) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>44 % | WORK COMPLETED<br>52 % |

RECEIVED
STATE HWY ENGR
JUN -5 '86
REFER TO Fredrickson
FOR
Info Invest R/D D/R Sign

cjy
6/4

### MINAM-SPRING CREEK SECTION
### WALLOWA LAKE HIGHWAY
### Grading and Paving

Work completed

| | | |
|---|---|---|
| Grading | 91 | percent complete |
| Base | 45 | percent complete |
| Drainage | 97 | percent complete |
| Box culvert | 100 | Percent complete |

Work in Progress

Excavating the south side of the main street of the community of Wallowa in preparation for placing the new pavement. Placing CTB just east of Wallowa on the south side of the highway.

Comments

An agreement has been reached with the contractor to modify the work schedule within the City of Wallowa. This change will benefit the State and the community by having the work accomplished early in the year which minimizes the disruption during the summer tourist season. The contractor will also be able to finish some of the work earlier than would otherwise have been possible. This change is documented by a no-cost price agreement to the contract.

Early indications were that the subgrade in the community of Wallowa would have to be stabilized. However, it now appears that the unstable material can be subexcavated cheaper than treating the subgrade. Present plans are to subexcavate the unsuitable material. This work is considered eligible for Federal-aid participation.

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

A retaining wall will be necessary in Wallowa along OR 82 part way between Store street and Ellen street so that suitable grades and superelevation can be maintained on the highway. The cost of this work will be approximately $25,000 and will be included in a project change order. This work is considered eligible for Federal-aid participation.

The project plans included a digout of the highway near Spring Creek for distance of approximately 200 feet to correct a soft area in the highway. More recent observation of the area and further discussisons with the maintenance section indicates that the digout should be extended for approximately another 800 feet. This work is considered eligible for Federal-aid participation.

Approximately 3/4 of the CTB has been placed to date. A target amount of 4.8 percent cement has been established and approximataely 1100 psi minimum compressive strength is being obtained. The weighing of the CTB for mearsurement for payment was observed and found to be satisfactory. The scales used for weighing were sealed, April 1986, as per the attached sticker.

As noted in Inspection Report No. 1, the contractor reached an agreement with various State and local agencies for the sites to be used for the production of aggregates for the project. Several conditions of this agreement were not closely adhered to and the contractor is presently developing a mitigation plan that will be satisfactory to all interested parties. Mitigation costs will be at the expense of the contractor.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 1, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of Wallowa
Minam-Spring Creek Section
Wallowa Lake Highway
Wallowa County
Project No. F-7(18)

Confirmation of your verbal authorization for the City of Wallowa to proceed with the relocation of their water facilities in conflict with this project as of March 31, 1986, is requested. An estimate of cost is being prepared by the City. Preliminary estimate of cost is $10,000. This estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 31, 1986 is approved

David B Carter

David B. Carter, Area Engineer

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
Robert D. Hector
Edgar Neilsen
Tom Carman

RECEIVED
STAT. HWY ENGR
APR 7 '86
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

**MORSE BROS.**
*Highway Construction Group*

July 2, 1985

Mr. John Widmer
Office Of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Subject: Minam-Spring Creek Section of Wallowa Highway
Minority Business Enterprise
Supplemental Required Contract Provisions

In accordance with Contract Provisions, with respect to DBE/WBE utilization on the above referenced project, Morse Bros. proposes to sub-contract the following:

A) DBE assigned goal set at 10%.

DIRT AND AGGREGATE INTERCHANGE, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

Henry Pelfrey
661-5093
Bond: Included

| Bid Item | Quantity | Unit Price | Extension |
|---|---|---|---|
| I | L.S. | $ 7,000.00 | $ 7,000.00 |
| II | L.S. | 15,000.00<br>(Guardr. only) | 15,000.00 |
| 41 | 15,463 LF | 8.75 | 135,301.25 |
| 42 | 450 LF | 19.00 | 8,550.00 |
| 43 | 88 EA | 275.00 | 24,200.00 |
| 44 | 3 EA | 40.00 | 120.00 |
| 45 | 87 EA | 65,00 | 5,655,00 |
| 46 | 16 EA | 200.00 | 3,200.00 |
| | | TOTAL SUBCONTRACT | $199,026.25 |

RECEIVED
JUL 3 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

*Tangent Division* • *32260 Hwy. 34* • *Tangent, OR 97389* • *Phone (503) 928-6491*

bc: Thomas Jones

SHUR-WAY CONTRACTORS, Inc.
P.O. Box 1908
Eugene, OR 97440

Max Ansola
683-0722

Bond: Not Bondable

| Bid Item | Quantity | Unit Price | Extension |
|---|---|---|---|
| 1 | L.S. | $10,000.00 | $ 10,000.00 |
| 14 | 1180 cy | 11.00 | 12,980.00 |
| 26 | 94 | 15.00 | 1,410.00 |
| 27 | 166 | 17.25 | 2,863.50 |
| 28 | 22 | 31.00 | 682.00 |
| 29 | 56 | 39.00 | 2,184.00 |
| 30 | 16 | 150.00 | 800.00 |
| 31 | 1030 | 15.50 | 15,965.00 |
| 32 | 236 | 22.50 | 5,310.00 |
| 33 | 548 | 24.50 | 13,426.00 |
| 34 | 582 | 29.45 | 17,139.90 |
| 35 | 298 | 32.75 | 9,759.50 |
| 36 | 480 | 40.00 | 19,200.00 |
| 37 | 54 | 15.00 | 810.00 |
| 38 | 4 | 1,850.00 | 7,400.00 |
| | | TOTAL SUBCONTRACT | $119,929.90 |

TOTAL DBE SUBCONTRACTS $318,956.15

DBE PERCENTAGE = $\frac{\$318,956.15}{4,629,854.40}$ = 6.89%

Morse Bros. intended DBE Subcontracts TOTAL 6.89%

B) WBE assigned goal set at 0%

Morse Bros intended WBE Subcontracts TOTAL 0%

RECEIVED
JUL 3 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

In accordance with Section 5 of the Contract Provisions, Morse Bros. has available for your review the following documentation of the solicitation process:

1. Advertising in a Minority Focus & Owned Publication.
2. Advertising in a General Circulation Publication.
3. Written notification to DBE's and WBE's.
    a) Requesting Quotations
    b) Project information and bid items of interest
    c) Sent by Certified Mail.
4. Contact by telephone to those DBE's and WBE's that were sent written notification.
    a) Asked if they received written notification.
    b) Asked if they had any questions regarding subject project.
    c) Contact attempts recorded by time, date, and person contacted.

Morse Bros., Inc. has faithfully solicited for all Minority Classifications in order to subcontract work on a Low Bid Policy and to comply with MBE policy of the Oregon Department of Transportation.

If you have any questions regarding this matter, we are available for a meeting at your request. Contact myself or Brad Dennis, our EEO Officer, at this office, 928-6491.

Sincerely,

MORSE BROS. INC.

Stan Barton

Stan Barton
Chief Estimator
Highway Construction Group

mec

cc: Brad Dennis, MBI EEO Officer
Robert Reinhard, MBI Construction Manager

Receipt on July 3, 1985 has been Reviewed by Att Gen Assistant Dale [illegible] and myself and Determined Acceptable. After 5:P.M. office Girl did not allow time for traffic in Salem, Doors locked Received 7/3, 1985

RECEIVED
JUL 3 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

N

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10,086 7-116 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-22-85 | STATE<br>OREGON<br>COUNTY<br>WALLOWA<br>PROJECT NO.<br>F-7(18) |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

SR 82, Minam-Spring Creek Section

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-5-85 | 15.715 |

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 5,260,191.00 | FEDERAL FUNDS<br>$ 1,025,154.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Donald L. Rout

for Manager, Program Section
*(Title)*

~~XX~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator ~~JUN~~ 7 22 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 16, 1985

FEDERAL AID PROJECT NO. F-7(18)

MINAM-SPRING CREEK SECTION
WALLOWA LAKE HIGHWAY
WALLOWA COUNTY

## PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 14+00 thru Equa. 444+19.66 = 478+25.60 thru Equa. 676+87.2 = 672+82.60 thru Equa. 757+11.5 = 754+32.1 to Sta. 871+00)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 490,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 46,000.00 |
| Temporary Signs | Sq. Ft. | 1,571 | 6.90 | 10,839.90 |
| Temporary Barricades | Each | 21 | 65.00 | 1,365.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 250 | 16.00 | 4,000.00 |
| Moving Temporary Concrete Barriers | Lin. Ft. | 250 | 4.00 | 1,000.00 |
| Temporary Reflective Pavement Markers | Each | 200 | 2.00 | 400.00 |
| Flaggers | Hour | 3,200 | 9.00 | 28,800.00 |
| Pilot Car | Hour | 1,000 | 20.00 | 20,000.00 |
| Clearing and Grubbing | Lump Sum | All | Lump Sum | 4,500.00 |
| Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 20,000.00 |
| Ditch Excavation | Cu. Yd. | 100 | 15.00 | 1,500.00 |
| General Excavation | Cu. Yd. | 61,335 | 4.25 | 260,673.75 |
| Trench Excavation | Cu. Yd. | 1,180 | 11.00 | 12,980.00 |
| Finishing Roadbed and Slopes | Lump Sum | All | Lump Sum | 40,000.00 |
| Watering | M-Gal. | 600 | 10.00 | 6,000.00 |
| Treated Base Mixture | Ton | 79,000 | 8.10 | 639,900.00 |
| Cement in Treated Base Mixture | Ton | 3,950 | 71.00 | 280,450.00 |
| Aggregate Shoulders | Ton | 35,500 | 7.10 | 252,050.00 |
| Class "B" Asphalt Concrete Mixture | Ton | 65,400 | 12.30 | 804,420.00 |
| Class "C" Asphalt Concrete Mixture in Leveling | Ton | 9,600 | 14.90 | 143,040.00 |
| Asphalt Cement in Mixture | Ton | 4,500 | 201.00 | 904,500.00 |
| Hydrated Lime in Mixture | Ton | 750 | 120.00 | 90,000.00 |
| Asphalt in Tack Coat | Ton | 100 | 180.00 | 18,000.00 |
| Reinforced Concrete Pavement | Sq. Yd. | 62 | 50.00 | 3,100.00 |
| 12-inch Culvert Pipe | Lin. Ft. | 94 | 15.00 | 1,410.00 |
| 18-inch Culvert Pipe | Lin. Ft. | 166 | 17.25 | 2,863.50 |
| 24-inch Culvert Pipe | Lin. Ft. | 22 | 31.00 | 682.00 |
| 36-inch Culvert Pipe | Lin. Ft. | 56 | 39.00 | 2,184.00 |
| 60-inch Arch Type Pipe | Lin. Ft. | 16 | 150.00 | 2,400.00 |

| | | | | |
|---|---|---|---|---|
| 12-inch Storm Sewer Pipe | Lin. Ft. | 1,030 | 15.50 | 15,965.00 |
| 15-inch Storm Sewer Pipe | Lin. Ft. | 236 | 22.50 | 5,310.00 |
| 18-inch Storm Sewer Pipe | Lin. Ft. | 548 | 24.50 | 13,426.00 |
| 21-inch Storm Sewer Pipe | Lin. Ft. | 582 | 29.45 | 17,139.90 |
| 24-inch Storm Sewer Pipe | Lin. Ft. | 298 | 32.75 | 9,759.50 |
| 27-inch Storm Sewer Pipe | Lin. Ft. | 480 | 40.00 | 19,200.00 |
| Extra for Pipe Under Pavement | Lin. Ft. | 54 | 15.00 | 810.00 |
| Concrete Manholes | Each | 4 | 1,850.00 | 7,400.00 |
| Concrete Inlets, Type "G-2" | Each | 1 | 700.00 | 700.00 |
| Concrete Inlets, Type "CG-2" | Each | 25 | 600.00 | 15,000.00 |
| Guard Rail, Type 2A | Lin. Ft. | 15,463 | 8.75 | 135,301.25 |
| Guard Rail, Type 3 | Lin. Ft. | 450 | 19.00 | 8,550.00 |
| Guard Rail Anchors, Type 1 | Each | 88 | 275.00 | 24,200.00 |
| Rail End Pieces, Type B | Each | 3 | 40.00 | 120.00 |
| Rail End Pieces, Type C | Each | 87 | 65.00 | 5,655.00 |
| Bridge Connections | Each | 16 | 200.00 | 3,200.00 |
| Concrete Walks | Sq. Yd. | 515 | 18.00 | 9,270.00 |
| Concrete Driveways | Sq. Yd. | 75 | 20.00 | 1,500.00 |
| Concrete Curbs | Lin. Ft. | 4,870 | 7.00 | 34,090.00 |
| Extra for Asphalt Approaches | Each | 229 | 70.00 | 16,030.00 |
| Loose Riprap, Class 50 | Cu. Yd. | 70 | 50.00 | 3,500.00 |
| Delineators, Type 1 | Each | 570 | 19.00 | 10,830.00 |
| Delineators, Type 2 | Each | 25 | 19.00 | 475.00 |
| Delineators, Type 4 | Each | 62 | 10.00 | 620.00 |
| Seeding, Fertilizing and Mulching | Acre | 2 | 1,000.00 | 2,000.00 |

## STRUCTURE

| | | | | |
|---|---|---|---|---|
| Concrete in Box Culverts | Cu. Yd. | 180 | 366.00 | 65,880.00 |
| Reinforcement in Box Culverts | Lb. | 27,000 | 0.60 | 16,200.00 |
| Modify Existing Bridge Rail | Lin. Ft. | 63 | 40.00 | 2,520.00 |
| Bridge Rail | Lin. Ft. | 488 | 50.00 | 24,400.00 |
| Membrane Waterproofing | Sq. Yd. | 2,160 | 8.00 | 17,280.00 |

## SIGNING

| | | | | |
|---|---|---|---|---|
| Removal of Existing Sign Installations | Lump Sum | All | Lump Sum | 200.00 |
| Wood Sign Posts | Lump Sum | All | Lump Sum | 1,600.00 |
| Type "D" Signs in Place | Sq. Ft. | 120 | 6.00 | 720.00 |
| Type "EE" Signs in Place | Sq. Ft. | 7 | 6.00 | 42.00 |
| Type "U" Signs in Place | Sq. Ft. | 60 | 6.00 | 360.00 |
| Type "V" Signs in Place | Sq. Ft. | 19 | 6.00 | 114.00 |
| Move and Reinstall Existing Signs | Lump Sum | All | Lump Sum | 2,400.00 |
| | | | | $4,625,325.80 |

## ANTICIPATED ITEMS

| | | |
|---|---|---|
| Railroad Protective Cost | All Required | $ 16,500.00 |

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | 30,500.00 |
| Temporary Pavement Striping | All Required | 1,800.00 |
| On-The-Job Trainees (0.80 x 1,000 hr.) | All Required | 800.00 |
| | | $ 49,600.00 |
| | SUBTOTAL | $4,674,925.80 |
| | Engineering | 584,365.20 |
| | TOTAL | $5,259,291.00 |

Length of Project ----------------- 15.715 miles
Cost of Roadway Per Mile ---------- $334,666.94

RETAIN IN RESERVE

| | | |
|---|---|---|
| Park Signing | All Required | $ 200.00 |
| Milepoint Markers | All Required | 600.00 |
| | SUBTOTAL | $ 800.00 |
| | Engineering | 100.00 |
| | TOTAL | $ 900.00 |

SUMMARY OF FUNDS (88.15%)

| DESCRIPTION | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|
| Roadway | $5,259,291.00 | $1,025,154.00 | $4,234,137.00 |
| Reserve | 900.00 | --- | 900.00 |
| TOTAL | $5,260,191.00 | $1,025,154.00 | $4,235,037.00 |

Group 1: 100%; Group 8: 0%
Contract No. 10,086
Prefix: 32-1907 P.E.
Prefix: C10086
Primary 4R: 040

NONPARTICIPATING ITEMS

| | | | | |
|---|---|---|---|---|
| Single Mailbox Supports | Each | 15 | 90.00 | $ 1,350.00 |
| Multiple Mailbox Supports | Each | 6 | 230.00 | 1,380.00 |
| Mailbox Concrete Collars | Each | 6 | 300.00 | 1,800.00 |
| State Responsibility for Damages | | All Required | | 45,000.00 |
| | | | | $ 49,530.00 |

CPL:RC:pf

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(18)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wallowa

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40042

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO Potter
FOR

Orig w/ att to 6/12

7. DATE AUTHORIZATION EFFECTIVE June 5, 1985

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:
Minam - Spring Creek Section

11. GENERAL DESCRIPTION OF WORK
Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate Dated 5-28-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-3-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $5.233,565, with Federal Funds limited to $1,025,154.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

May 3, 1985

IN REPLY REFER TO
HFO.4/5-OR

RECEIVED
STATE HWY ENGR
MAY 8 '85
REFER TO
Hunter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

Mr. H. S. Coulter, State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-7(13)
Minam - Spring Creek Section, Wallowa Lake Highway
Design Exception
(Mr. Kuehn's Letter, April 22, 1985)

We have reviewed Mr. Christensen's request to deviate from design practice at the highway-railroad crossing on this project located just north of the City of Wallowa. Previous work over the years has apparently left the highway somewhat higher than the tracks at this location, causing a rough crossing.

The request and further discussion with members of your staff indicate corrective work would include a substantial digout, both at the railroad and extending in both directions from the crossing for a susbtantial distance to obtain the proper vertical alignment for the design speed. This work would entail possible additional right-of-way, reconstruction of a street intersection on the south side of the crossing, and relocation of the railroad crossing signals. Inclusion of this work into the present project would delay the project significantly.

Mr. Christensen's request indicates there have been no accidents at this location.

We agree that it is in the public interest and concur with the proposal to maintain the existing condition at this crossing by digging out only sufficient material to accommodate the proposed overlay. Our concurrence is based on the accident history at this location and the delay that the inclusion of a full reconstruction of this crossing into the present plans would have on a needed highway improvement project which is nearly ready to advance to construction and which will enhance safety at many locations.

We agree with the suggestion that it is desirable to look into the possibility of a future construction contract to improve this crossing.

Sincerely yours,

G.K. Haesner
for Dale E. Wilken
Division Administrator

5-10 88
E
cc Christensen
Kuehn
5/10

ON 27-4
Wallowa Lake

RECEIVED
STATE HWY ENGR
APR 24 '85
REFER TO
Hunter
FOR

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

April 23, 1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project F-7(13)
Minam - Spring Creek Section
Wallowa Lake Highway - Design Exceptions

Our letter of April 16, 1985 concurred in your February 27, 1985 request for an exception to the minimum standard for shoulder width on this project. The narrow structures over Rock Creek and the Wallowa River at Mile Point 45.8 were also addressed.

Your letter of April 8, 1985 requests exceptions to the recommended design criteria set forth in the "Guide for Selecting, Locating, and Designing Traffic Barriers." The items include:

1. Non-traversable ditch
2. Steep cut clopes
3. Rock outcrop
4. Steep fill slopes
5. Steep fill slopes adjacent to the Wallowa River
6. Obstacles within the clear zone

We agree that it is in the public interest and concur in your request for the exceptions listed above and itemized in the roadside inventory submitted with your proposal. We also concur in your action to remove selected trees and provide protection at the larger culverts.

Our concurrence is based on the scope of the project (overlay to preserve the existing surface), the absence of any significant adverse accident history on this section of the highway, and high cost (right-of-way, construction, and environmental mitigation) which would be associated with the construction necessary to meet the above standards.

Sincerely yours,

G.K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (R. A. Kuehn, Final Design)

[illegible]

[illegible]
Wallowa
[illegible]

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

DATE: April 22, 1985

FROM: Richard A. Kuehn, P.E. Richard Kuehn
Final Design Engineer

SUBJECT: Minam-Spring Creek
Pendleton-Cold Springs
Wallowa County

This letter is an addendum to the April, 1985 letter that submitted the roadside inventory.

A problem has developed with the roadway grades at the railroad crossing north of the City of Wallowa. To bring the grades to standards would require a field location, possible Right-of-Way reconstruction of a street crossing, investigation for truck and bus stopping lanes and delay of this project. No accidents have been recorded at this crossing.

We propose to do only a minimum amount of digout to allow matching of the overlay. We will look into the possibility of a future contract to improve this crossing.

We solicity your concurrence that it is in the public's interest to allow exceptions to the minimum standards for the roadway grades at the railroad crossing. The reason for this exception is to prevent delay of this project. This problem was discussed with G.K. Hossner.

RAK:NLH:as

cc: E.S. Hunter
R.D. Hector
L. Brock
N.L. Henry

10, [illegible]

CON 21-45
Wallowa
file

**U. S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**
**OREGON DIVISION**
**The Equitable Center, Suite 100**
**530 Center Street N. E.**
**Salem, Oregon 97301**

April 16, 1985
IN REPLY REFER TO

HFO.4/5-OR

RECEIVED
STATE HWY ENGR

APR 17 '85

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
H. S. COULTER

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project F-7(13)
Minam-Spring Creek Section
Wallowa Lake Highway - Design Exception

We have reviewed your February 27, 1985 request for an exception to the minimum standards for shoulder widths on this project. The design criteria as set forth in "A Policy on Geometric Design of Highways and Streets" would indicate a shoulder width of 8 feet.

We concur with your proposal as detailed in your letter to provide less than a standard shoulder width on this project. Our concurrence is based on the scope of the project (overlay to preserve the existing surface), the absence of any significant adverse accident history on this section of the highway, and the extremely high cost which would be associated with the construction of the standard 8 foot shoulders.

We understand that your Bridge Section has proposed replacement of the Rock Creek structure under the bridge replacement program within the next five years. This structure and the Wallowa River structure near Wallowa are substandard in width to remain-in-place. Our March 25, 1985 letter recommended that the Wallowa River structure be widened and that this work be accomplished within the same time frame as the work at Rock Creek. In the interim period and as part of the overlay project, both structures should be signed as narrow bridges and both structures should be equipped with suitable bridge end connections.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (R. A. Kuehn, Final Des)
OSHD (Gary Potter, Prgm Mgmt)

10, [illegible]

CON [illegible]
[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 8, 1985

In Reply Refer to
File No.:
DES 16

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Richard A Kuehn

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Minam-Spring Creek
Pendleton-Cold Springs
Wallowa County

This is to submit the roadside inventory and request exceptions to the minimum standards for the following items:

1. Nontraversable ditch
2. Steep cut slopes
3. Rock outcrops
4. Steep fill slopes
5. Steep fill slopes into the Wallowa River.
6. Obstacles within the clear zone.

The design criteria is set forth in the "Guide For Selecting, Locating and Designing Traffic Barriers".

The purpose of this project is to overlay the existing asphalt pavement, reconstruct a section of highway through the City of Wallowa and update safety features. The A.D.T. is 1,800 (1983) and the design speed is 55 M.P.H. No long-term projects are planned for this area.

This project is 15.39 miles in length. The first 8.5 miles are located with the Wallowa River on the right and mountainous area on the left. Any widening in this section to improve the ditch section or flatten cut slopes would require cutting into mountainous area on the left. The cost would be very high. Intermittent areas in the right have 10-foot fills into the river with no existing guardrail. We propose not to add guardrail because of the scenic value of the area and no problems with accidents.

The remainder of the project is through farm and pasture ground or the City of Wallowa. Widening to improve the fill slopes and ditch section would require additional right of way and construction cost. While costs would not be as high in this area, it would be substantial.

Throughout the project there are power poles, trees, culvert pipe ends and inlet/outlet ditches that are within the clear zone. We propose to remove most of the trees, protect the larger culvert pipes and inlet/outlet ditches. The smaller culvert pipes would require right of way or guardrail which would not be cost effective or practical.

We solicit your concurrence that it is in the public's interest to allow exceptions to the minimum standards as listed above and itemized in the roadside inventory.

The right of way requirements and excessive costs are the prime factors in requesting these exceptions. This project will improve the rideability and many of the safety features while staying within a reasonable cost.

RK:NH:mg

Attachment

bcc: E. S. Hunter
R. D. Hector
J. L. Gaither
N. L. Henry

[illegible]

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 25, 1985

IN REPLY REFER TO
HBR-OR

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO Hunter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-7(13)
Minam - Spring Creek Section
Wallowa Lake Highway
Wallowa County

Mr. Backstrand's letter of March 20 requested our approval of proposed railings and membrane waterproofing of four bridges on the above section of roadway.

NOTED
E. S. HUNTER

Two structures, Wallowa River Bridge (#2184A) and Rock Creek Bridge (#2185), have a substandard width of 26 feet. Your letter indicates that the Rock Creek structure is scheduled for replacement as part of the bridge replacement program within the next five years. Your proposed action at this location is satisfactory. The Wallowa River Bridge should also be widened within a reasonable time period especially in view of the upcoming resurfacing project which will provide for a 32 foot wide pavement on both sides of the structure.

We are approving your proposal as submitted provided that the Wallowa River structure is widened within a time period similar to that proposed for the Rock Creek structure. In the interim period both structures should be signed as narrow bridges.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (J Backstrand)
OSHD (G Potter)

[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

MAI

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
MAR 21 '85
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

March 20, 1985

E. S

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Minam-Spring Creek Section
Wallowa Lake Highway
Wallowa County
Bridges 1038A,2184A,2185, 4869A
Proposed Railings and Membrane Waterproofing

Enclosed are two reduced prints of Drawing 40471 which is the proposed rail connection details for Bridges 2184A and 4869B. Also enclosed are two sets each of Drawings 19111, 19113, 5692 through 5695, 5733, 5451 and 5735, which are plans of existing structures for Bridges 2184A, 4869A and 1038A. No plans are available for Bridge 4869A.

The subject section is being scheduled to receive an overlay with a proposed roadway width of 32 feet. The existing roadway width on Wallowa River Bridge (2184A) and the Rock Creek Bridge (2185) is 26 feet. These structures have good sight-distance and there have been no accidents in the last four to five years. We are not planning any modification to the roadway width for these structures at this time. The preliminary study indicates it would cost $208,000 to widen these structures. The existing roadway width on the other two structures are 30'-0" and 30'-3" respectively.

The existing railing on Wallowa River Bridge does not meet current AASHTO loadings. We propose to add a new metal railing to the top of the existing sidewalks, at the curbline, as shown on Drawing 40471. The existing concrete railing will be retained as pedestrian rail.

The traffic rail on Spring Creek Bridge will be modified as shown on Drawing 40471. The existing steel posts and railing will be retained. Wooden blocks behind the rail elements will be removed and new tubing installed under the top railing.

We propose to place membrane waterproofing and new overlay on all structures except Rock Creek, Bridge (2185). This bridge has a badly deteriorated concrete deck which is not structurally adequate to support a new traffic rail, and the structure is tentatively scheduled to be replaced within the next five years as part of the HBR Program, so we do not propose to do any work on this structure in the subject section.

The cost of bridge modifications, based on quantities (including engineering and contingencies) is as follows:

| | |
|---|---|
| Install Rail (Br. 2184A) | $22,500 |
| Modify Rail (Br. 4869A) | 1,000 |
| Membrane Waterproofing (Brs. 1038A, 2184A, 4869A) | 23,000 |
| TOTAL | $46,500 |

We request your approval of our preliminary plan.

Enclosures

~~cc E. S.~~ Hunter
Gary Potter
Final Design /w/ 1 set
R. D. Hector /w/ 1 set
Cam Gilmour /w/ 1 set
Bicycle Program Coordinator /w/ 1 set

CON 21-[illegible]
Wallowa
Lake

March 12, 1985

City of Wallowa
City Hall
Wallowa, OR 97885

AGR 4-1

Attention: Nadine Nuxall
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8343

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for improvements to the Minam-Spring Creek Section of the Wallowa Lake Highway between Stations 736+80 and 762+00.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 16

**DATE:** February 27, 1985

**TO:** Dale E. Wilken
Division Administrator
Federal Highway Administration

Richard A. Kuehn

**FROM:** Richard A. Kuehn, P.E.
Final Design Engineer

NOTED
E. S. [illegible]

**SUBJECT:** Minam-Spring Creek
~~Pendleton-Cold Springs~~ [illegible]
Wallowa County

This is to request an exception to the minimum standards for shoulder widths of 8'. The design criteria is set forth in "A Policy on Geometric Design of Highways and Streets."

The purpose of this project is to overlay the existing asphalt pavement, reconstruct a section of highway through Wallowa and update safety features. The ADT is 1,800 (1983) and the design speed is 55 M.P.H. No long-term projects are planned for this area.

This project is 15.39 miles in length. The first and third sections, 0.56 miles and 4.78 miles, have two 12-foot travel lanes with 4-foot shoulders. The second section is 7.6 miles in length with two 12-foot travel lanes and 2-foot shoulders. We propose to overlay the existing width on the first three sections.

The next section is in Wallowa, 0.41 mile. We are matching the existing width of 55' and replacing the surfacing.

The last section is 2.15 miles long with two 10-foot travel lanes and 3-foot gravel shoulders. We propose to widen this section to two-12-foot travel lanes with 4-foot shoulders and overlay with 4" asphalt concrete. This will match the adjacent section.

The first 8.5 miles are located with the Wallowa River on the right and mountainous area on the left. Any widening in this section would require cutting into the mountainous area on the left and filling into the river on the right. The cost in this area would be very high.

The remaining 6.93 miles is through farm and pasture ground. Widening to full standard width in this section would require additional right-of-way and construction cost. While costs would not be as high in this area, it would be substantial.

Your concurrence is solicited, that it is in the public's interest to construct the above listed shoulder widths. The exhorbitant cost and matching the adjacent section are the prime reasons for not adhering to the standard shoulder widths.

Attachment

RK:NH:mg

bcc: E. S. Hunter
R. D. Hector
J. L. Gaither
N. L. Henry

RECEIVED
STATE HWY ENGR
MAR 12 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

[illegible]

ROAD DESIGN SECTION
Salem, OR

DES 16

J. E. Backstrand
Assistant Bridge Engineer

February 8, 1985

Design Team Supervisor

Minam-Spring Cr. Section
MP 33.68 to MP 49.4 OVERLAY
Wallowa Lake Highway No. 10
Wallowa County
FA Funding

Transmitted is a copy of the narrative report and data on the subject project, scheduled for May, 1985.

This report and data is being submittdd for your investigation of any work required for design of scale site at M.P. 40.56.

JS:bn

Atch.

10,316

Con [illegible]
Wallowa [illegible]

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(13)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wallowa

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40042

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-17-85

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:
MINAM - SPRING CREEK SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change See below

13. REMARKS

As requested by Mr. Potter's letter dated January 10, 1985, I approve the revised Preliminary Engineering Costs to a TEC of $72,600; Federal Funds $63, 996.

(Increase TEC $19,100; Federal Funds $16,836)

RECEIVED
STATE HWY ENGR
JAN 23 '85
REFER TO Potter
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. to
1/24

14. DATE 1/21/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,6%

CON 21-4
Wallowa
Lake

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(13)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Wallowa

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40042

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/24/83
8. FEDERAL ROUTE NUMBER Primary 7
9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:
Minam - Spring Creek Section
OVERLAY

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage, utility and railroad preparatory work TEC $53,500 F.F $47,160
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/14/83.

RECEIVED
STATE HWY ENGR
OCT 27 '83
REFER TO Potter
FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

orig to
10/27

14. DATE 10/24/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10076 10,1

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

SECTION: Minam - Spring Creek

REGION: 5

SURVEY AUTHORITY Hwy #10

AUTHORIZATION NO.: 1

PREFIX: 32-1907

DATE: 9/13/83

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 30,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 3,500 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | 500 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 1,000 | 935 SOILS | | 500 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 3,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 3,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | 500 |
| 910 REGION GEOLOGIST | | 10,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 1,000 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 53,500 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-7(13)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molley

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

On Prelim HIP

| | | | |
|---|---|---|---|
| PREPARED BY | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE 10/21/83 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE 10-21-83 |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83 | |

734-1914 (7-82)

# PROJECT PROSPECTUS

PART 1 PROJECT REQUEST

MCR0001

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID # | 1429 |
| REGION | 5 |

| | | | |
|---|---|---|---|
| SECTION: Minam-Spring Creek | | | |
| STATE HIGHWAY #: 10 | HIGHWAY NAME: Wallowa Lake | MILE POST 2-EQUATIONS<br>FROM 33.68 TO 49.47 | LENGTH ~~15.79~~ 15.39 |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY: Wallowa | ROAD/STREET NAME |
| ROUTE #: 82 | FEDERAL AID #: FAP 7 | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | | RIGHT OF WAY | | |
|---|---|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 53.5 ~~94.5~~ | GRADING | (✓) | | FILES | (#) | |
| RIGHT OF WAY | | $ | PAVING | (✓) | X | ACRES | (#) | |
| ROADWAY | $ 2.600 ~~1,697.3~~ | | STRUCTURES | (✓) | | RELOCATIONS | (#) | |
| STRUCTURES | $ | | SIGNING | (✓) | | WORK BY STATE/CONSULTANT/APPLICANT | | |
| SIGNALS | $ | | SIGNALS | (✓) | | PRELIMINARY ENGINEERING | (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION | (✓) | | CONSTRUCTION ENGINEERING | (S,C,A) | S |
| TEMPORARY PROTECTION | $ 78 ~~50.9~~ | | | | | RIGHT OF WAY DESCRIPTIONS | (S,C,A) | |
| | $ | | ENVIRONMENTAL CLASS | (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS | (S,C,A) | |
| 40% ENGINEERING & CONTINGENCIES | $ 722 ~~669.3~~ | | DESIGN CATEGORY | (1-7) | 5 | CONSTRUCTION BY | | |
| TOTAL CONSTRUCTION | | $ 3,400 ~~2,417.5~~ | WORK TYPE | (1-12) | 4 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | | ☐ OTHER |
| TOTAL ESTIMATE | | $ 3453.5 ~~2,512.0~~ | | | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/83 | RECOMMENDED FUNDING SOURCE FAP | RECOMMENDED PROGRAM YEAR 1984 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | | |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 2300 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1981 | |

DEFINE THE PROBLEM

Wearing surface on entire section is under severe distress. Section from Minam, M.P. 33.68 to Diamond Prairie Road, M.P. 43.57, is breaking up and we are experiencing complete loss of wearing surface.

PROPOSED SOLUTION

Propose 5 inch overlay to restore strength to the roadway section.

in

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE 3-18-83 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

# PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>Minam-Spring Creek | KEY ID #<br><br>REGION<br>5 |

## PROJECT JUSTIFICATION

Surface condition of this section has shown distress in previous years but has been controlled by Maintenance spot patching and oiling. Abnormal amount of moisture over past two years and increased movement of year round truck traffic (forest products) has accelerated deterioration to a point beyond normal maintenance operations.

The increased movement of log trucks, chip trucks, grain trucks and other common carriers dictates a need for immediate attention in order to salvage our investment in the highway. Present figure of 24% HEAVY VEHICLES shown in 1981 TRAFFIC VOLUME TABLES at recorder station 31-005 may not be accurate.

Proposed corrective method for this section is 5 inches of Emulsified A.C. mix overlay which fall within the scope of the Division's goal of preserving and maintaining the existing highway system.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1429

SECTION Minam - Spring Creek

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | S | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | S | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | N | RR PROTECTION | S | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | S | NOISE STUDY | N |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | | NEW (#) | |

| RIGHT-OF-WAY | | | | | | |
|---|---|---|---|---|---|---|
| ACQUISITIONS | | | RELOCATIONS | | | |
| SIMPLE (#) | COMPLEX (#) | | BUSINESS (#) | RESIDENTIAL (#) | | |
| | | | | | | |
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | | |

UTILITIES (LIST BELOW)

COMPANIES

| DESIGN SPEED | DESIGN STANDARDS |
|---|---|
| 55 | AASHTO |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| Variable | | | | 4 | | | 10 - 12 | × | 10 - 12 | | | 4 | | | | |
| Variable | | | | 4 | | | 10 - 12 | | 10 - 12 | | | 4 | | | | |

## PROPOSED (overlay)

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| AC overlay 5" | | X | | | |
| | | | | | |

STRUCTURE DATA

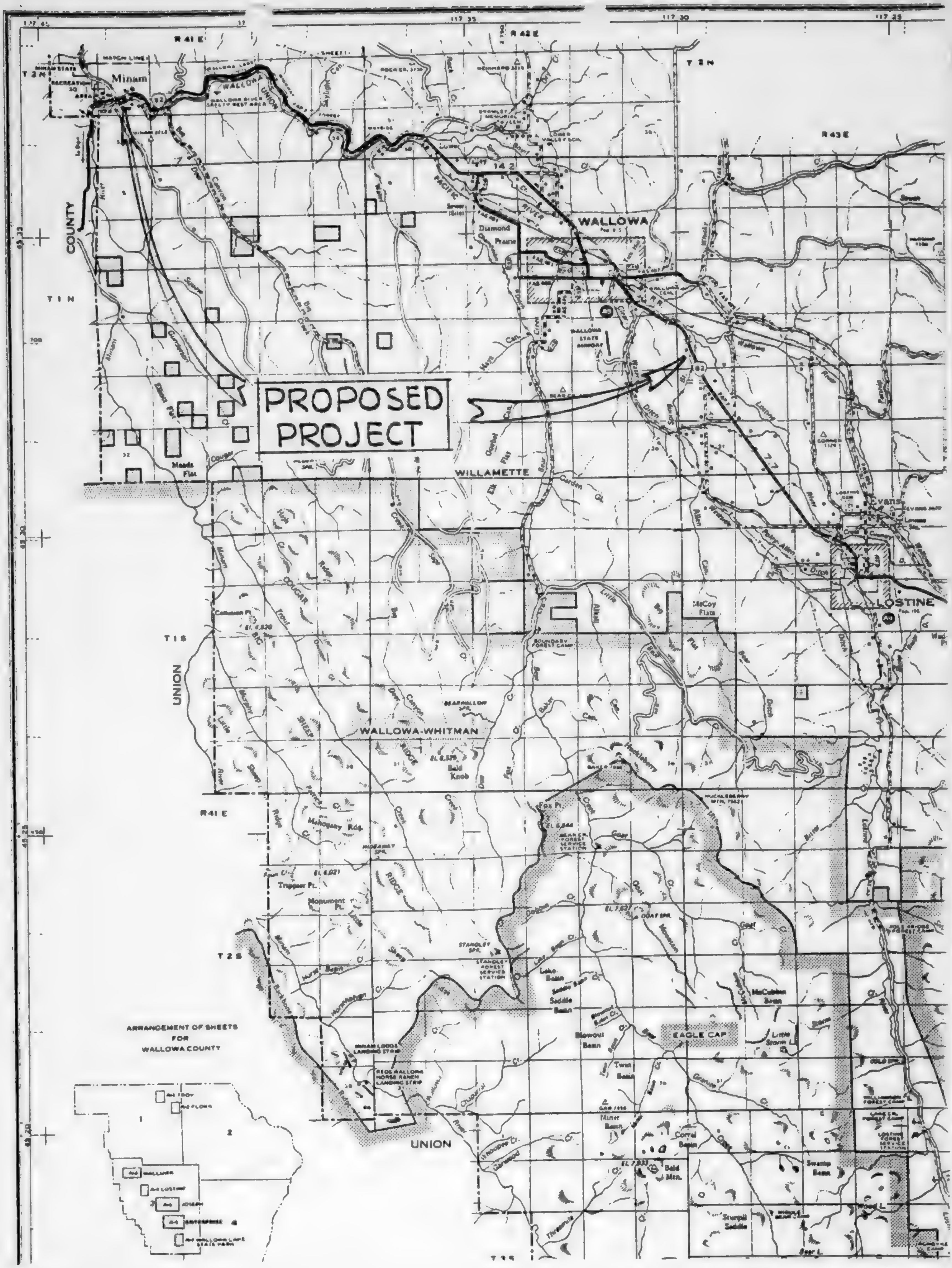
| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date

734-1912 (7-82)


PROPOSED PROJECT
Minam
WALLOWA
Diamond Prairie
WALLOWA STATE AIRPORT
Evans
LOSTINE
McCoy Flats
WILLAMETTE
WALLOWA-WHITMAN
COUGAR
SHEEP
RIDGE
Bald Knob
Mahogany Rdg.
Tripper Pt.
Monument Pt.
Fox Pt.
Huckleberry
Lake Basin
Saddle Basin
Blowout Basin
Twin Basin
Minor Basin
Corral Basin
Bald Mtn.
Swamp Basin
Sturgill Saddle
McCubbin Basin
Little Storm L.
EAGLE CAP
Meads Flat
COUNTY
UNION
UNION
T 2 N
T 1 N
T 1 S
T 2 S
T 3 S
R 41 E
R 42 E
R 43 E
R 41 E
117 35
117 30
117 25
ARRANGEMENT OF SHEETS FOR WALLOWA COUNTY

1985 Wildhorse Cr. (Gentry)Br. 10,087
Sec, FAS B583 (Weston Rd.) S. Weston.
(gr, pav, & str.)

C-14 8231 09-24-84

10087

Oregon Department of Transportation
HIGHWAY DIVISION

# HIGHWAY DIVISION INVOICE

| | | | |
|---|---|---|---|
| | | AGEN<br>02 | CURRENT DOCUMENT NUMBER<br>146957 |
| YOUR ORDER NUMBER | BILLING REQ. NUMBER | DATE<br>4-5-88 | VENDOR NUMBER<br>0001027707-00 |

Umatilla County
390 Westgate
Pendleton, OR 97801

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

| T.C. | E.A. SUB JOB | SPECD | ORG. UNIT | OBJ DTL | ACT. | REVENUE SOURCE | AGY. SRC. | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 617 | C10087-001 | L01 | 8008 | | | 844010 | 10 | 262.68 |

| PROG | APP SYM | FUND CODE | FUND DETAIL | FUND SOURCE |
|---|---|---|---|---|
| | | | | |

↑ FOLD

DESCRIPTION:

Final Settlement BRS-B583(1)(2)

See attached itemized statement.

Wildhorse Creek (Gentry) Bridge

Amount Due: $262.68

TOTAL PRICE

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $262.68

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz (INVOICE PREPARER) PH. 378-6514

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
APR 06 [illegible]
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

[illegible]

OREGON STATE HIGHWAY DIVISIC

ITEMIZED STATEMENT OF FINAL COSTS DATE: March 22, 1988

COUNTY: UMATILLA AGREEMENT NO: 8231 PROJECT NO: BRS-B583(1 & 2)

CONTRACT NO: 10087 SECTION: Wildhorse Creek (Gentry) Bridge

PRELIMINARY ENGINEERING (Prefix No. C530-1998):

| | Participating | Nonparticipating |
|---|---|---|
| Project Manager | $ 4,629.36 | |
| Final Design | 2,744.15 | |
| Region Utility Liaison | 138.69 | |
| Location Section | 654.52 | |
| Program System | 101.94 | |
| Administrative Services | 77.43 | |
| Environmental Studies | 36.67 | |
| Structural Foundations | 1,113.03 | |
| Free Bridge Design | 3,079.59 | |
| Free Specifications | 1,691.12 | |
| Surface Design Engineer | 71.18 | |
| Hydraulics | 878.39 | |
| TOTAL PE COST | $ 15,216.07 | $ -0- |
| Less Free Bridge Design & Specs. | ( 4,770.71) | |
| Total PE Cost to County | $ 10,445.36 | |

Construction Prefix C10087

| | Participating | Nonparticipating |
|---|---|---|
| Payment to the Contractor | $ 123,607.24 | |
| Permanent Pavement Striping (SFO#1) | 91.57 | |
| Credit from Forfeiture on Bid Bond | ( 8,765.25) | |
| Interest on Final Payment | -0- | $ 291.44 |
| Field Engineering | 13,569.82 | .64 |
| Technical Services | 109.24 | |
| Program Section | 37.06 | |
| Material Section | 1,759.57 | |
| Total Construction Costs | $ 130,409.25 | $ 292.08 |

SUMMARY:

| | | |
|---|---|---|
| Participating PE Cost | | $ 10,445.36 |
| Participating Construction Cost | | 130,409.25 |
| Total Participating Cost | | $ 140,854.61 |
| Federal Funds | | |
| PE (80%) | $ 8,356.29 | |
| Construction (80%) | 104,327.40 | ( 112,683.69) |
| Subtotal | | 28,170.92 |
| Plus Nonparticipating Co. Const. | | 292.08 |
| Less 1/2 Nonparticipating Field Engineering Cost | | ( .32) |
| Less County's Advance Deposit | | |
| PE AD #84-122 | $ 5,700.00 | |
| Const. AD #85-65 | 19 500.00 | |
| Const. AD #85-72 | 3,000.00 | ( 28,200.00) |
| BALANCE DUE FROM COUNTY | | $ 262.68 |

MKS:jc

**OREGON STATE HIGHWAY DIVISION**

**REQUEST FOR TRANSFER OF COST DISTR.**

ORIGINATING SECTION OR CREW: Thomas A. Penner 02-8008

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF REQUEST: 12-27-85

DATE OF ORIGINAL TRANSACTION: 12-27-85

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, : C10087 - Wildhorse (Gentry) Br t-

VENDOR'S NAME:

| DATE OR VOUCHER NO. | DESCRIPTION | CHARGE | | | | | | CREDIT | | | | | | CREW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | PREFIX | FUNCTION | SUB FUNC | OBJECT | P/N GROUP | AMOUNT | PREFIX | FUNCTION | SUB FUNC | OBJECT | P/N GROUP | AMOUNT | |
| 9<br>2-~~[illegible]~~-85 | TRANSFER COST OF | | | | | | | | | | | | | |
| | MATERIALS TO MAINTENANCE | | | | | | | | | | | | | |
| | | M040 4468 | 151 | | | | 484 30 | C10087 | 900 | | | | 484 30 | 02-8 |
| | | | | | | TOTAL | 484 30 | | | | | TOTAL | 484 30 | |

REASON FOR THIS REQUEST:

TRANSFER COST OF EXCESS GUARDRAIL

MATERIALS TO MAINTENANCE PREFIX

PREPARED BY: NSoper 12-27-85

APPROVED: 12-27-85

SF 70727

10,087 5 30 10 14

10087

ORIGINAL

5-19-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

**Appropriation:**

**The United States, Dr., TO** Treasurer of the State of Oregon

**Address** Capitol Building, Salem, OR 97310

STATE

FEDERAL AID PROJECT NO. BRS-B583(2) Post Final

PROGRAM APPROVED

VOUCHER PERIOD From: 6-12-85 To: 5-19-87

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $131,185.63 | $130,409.25 | 80% | $104,327.40 | $104,327.40 | -0- |

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*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* ______ ______

Controller *Authorized Officer* *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ ______

*Adjustments* $ ______

*Amount Approved* $ ______

*SIGN ORIGINAL COPY*

______
*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (*Payee must not use this column*) |
|---|---|---|---|---|---|---|
| | WILDHORSE CREEK (GENTRY) BRIDGE SECTION<br>WESTON COUNTY ROAD<br>UMATILLA COUNTY | | | | | |
| | Construction<br>Type Code X080<br>Structure Br. #10708A (Sta. 18+17 to Sta. 22+25) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $123,607.24 | |
| SFO #1 | Permanent Pavement Striping (State) | All Required | | | 91.57 | |
| | TOTAL PARTICIPATING CONSTRUCTION COST | | | | $123,698.81 | |
| | Construction Engineer | All Required | | | 15,475.69 | |
| | Credit for forfeiture of the proposal guaranty (Steven D. Brown) | All Required | | | (8,765.25) | |
| | TOTAL PARTICIPATING PROJECT COST | | | | $130,409.25 | |
| | Non-Participating Project Cost | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | ~~484.30~~ | Transfer to STATE GUARD Rail |
| | Interest on Final Payment | All Required | | | 291.44 | |
| | Construction Engineering | All Required | | | .64 | |
| | TOTAL NON-PARTICIPATING PROJECT COST | | | | 776.38 | |
| | TOTAL PROJECT COST | | | | $131,185.63 | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 12-23-87. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

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                         JOB COST SUMMARY RUN ON  03-16-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 03/11/88

                                           CREW   MSA         CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--          ------ -------- ---------- ------ -----         -------       ----------
C10087    000                  136          0500                                83.24
OBJ-DETAIL 136                                                                  83.24

C10087    000                  146          8008                               162.72
OBJ-DETAIL 146                                                                 162.72

C10087    000                  199          8008                                  .48
OBJ-DETAIL 199                                                                    .48

C10087    000                  267          7000                                50.00
OBJ-DETAIL 267                                                                  50.00

C10087    000                  300          8008
OBJ-DETAIL 300

C10087    000                  504          0100                                14.10
C10087    000                  504          7300                                 9.00
OBJ-DETAIL 504                                                                  23.10

C10087    000                  550          8008                                18.40
C10087    000                  550          8215                                 7.20
OBJ-DETAIL 550                                                                  25.60

C10087    000                  555          0521                                18.18
C10087    000                  555          0522                                 2.37
OBJ-DETAIL 555                                                                  20.55

C10087    000                  574          8200                               495.00
OBJ-DETAIL 574                                                                 495.00

ACTIVITY                                                                       860.69 SUBTOTAL

C10087    000     010          001          0813                               116.83
C10087    000     010          001          0821                               288.78
C10087    000     010          001          8023                               134.73
OBJ-DETAIL 001                                                                 540.34

C10087    000     010          030          8023
OBJ-DETAIL 030

ACTIVITY   010                                                                 540.34 SUBTOTAL

C10087    000     900          001          5000                               343.64
C10087    000     900          001          5011                               212.13

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                       JOB COST SUMMARY RUN ON  03-16-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/11/88

                                        CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD          MONTH           DATE
--        ------ -------- ----------  ------ -----         -------       ----------
C10087    000    900      001         8008                                 8,522.13
C10087    000    900      001         8020                                    30.52
OBJ-DETAIL 001                                                             9,108.42

C10087    000    900      030         8008                                 1,360.39
OBJ-DETAIL 030                                                             1,360.39

C10087    000    900      100         5011                                    23.00
OBJ-DETAIL 100                                                                23.00

C10087    000    900      102         5011                                    18.90
OBJ-DETAIL 102                                                                18.90

C10087    000    900      106         5011                                    41.88
OBJ-DETAIL 106                                                                41.88

C10087    000    900      146         8008                                    25.94
OBJ-DETAIL 146                                                                25.94

C10087    000    900      260         8008                                    25.00
OBJ-DETAIL 260                                                                25.00

C10087    000    900      548         8008                                   848.00
OBJ-DETAIL 548                                                               848.00

C10087    000    900      550         5011                                    28.00
C10087    000    900      550         8008                                   288.95
OBJ-DETAIL 550                                                               316.95

C10087    000    900      598         8008                                -8,765.25
OBJ-DETAIL 598                                                            -8,765.25

ACTIVITY   900                                                             3,003.23 SUBTOTAL

C10087    000    901      001         7364                                    36.51
C10087    000    901      001         7440                                   323.27
OBJ-DETAIL 001                                                               359.78

C10087    000    901      504         7440                                    20.00
OBJ-DETAIL 504                                                                20.00

ACTIVITY   901                                                               379.78 SUBTOTAL

C10087    000    903      001         7440                                    49.73

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  03-16-88
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 03/11/88

                                         CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----         -------        ----------
OBJ-DETAIL 001                                                                  49.73

ACTIVITY   903                                                                  49.73 SUBTOTAL

C10087    000    905      001        7000                                       10.55
OBJ-DETAIL 001                                                                  10.55

ACTIVITY   905                                                                  10.55 SUBTOTAL

C10087    000    920      001        0631                                       37.06
OBJ-DETAIL 001                                                                  37.06

ACTIVITY   920                                                                  37.06 SUBTOTAL

C10087    000    921      001        7200                                       48.96
OBJ-DETAIL 001                                                                  48.96

ACTIVITY   921                                                                  48.96 SUBTOTAL

C10087    000    940      001        8221                                       29.09
C10087    000    940      001        8240                                       21.48
OBJ-DETAIL 001                                                                  50.57

C10087    000    940      551        8008                                    1,353.00
C10087    000    940      551        8200                                       78.00
C10087    000    940      551        8215                                      278.00
OBJ-DETAIL 551                                                               1,709.00

ACTIVITY   940                                                               1,759.57 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                      6,689.91

C10087    001             349        8008                                      291.44
OBJ-DETAIL 349                                                                 291.44

ACTIVITY                                                                       291.44 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                        291.44

C10087    010             199        8008                                         .64
OBJ-DETAIL 199                                                                    .64

C10087    010             300        8008                                      484.30

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

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                       JOB COST SUMMARY RUN ON  03-16-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/11/88

                                             CREW   MSA         CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH         DATE
--       ------ -------- ---------- ------ -----        -------     ----------
OBJ-DETAIL 300                                                         484.30

ACTIVITY                                                               484.94 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                484.94

C10087   011             199        8008                                20.53
OBJ-DETAIL 199                                                          20.53

C10087   011             300        8008                            123,607.24
OBJ-DETAIL 300                                                      123,607.24

ACTIVITY                                                            123,627.77 SUBTOTAL

C10087   011    199      001        5047   SF                           40.08
OBJ-DETAIL 001                                                          40.08

C10087   011    199      440        5047   SF                           31.49
OBJ-DETAIL 440                                                          31.49

C10087   011    199      550        5047   SF                           20.00
OBJ-DETAIL 550                                                          20.00

ACTIVITY   199                                                          91.57 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                             123,719.34

EA         C10087 TOTAL                                             131,185.63


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10, 087

STATE COPY (10087)

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF REPORT<br>May 7, 1987 | REPORT MADE BY<br>5-7-87<br>C. O. Fredrickson, Construction Engineer | | PROJECT NO.<br>BRS-B583(2) |
| COMPLETION DATE (Actual)<br>November 1, 1985 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>August 25, 1986 | TIME ELAPSED<br>97 % | CONTRACT TIME<br>90 CD |

LOCATION **Wildhorse Creek (Gentry) Bridge Section of Weston Road about 3 miles south of Weston**

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

    A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.

    B. Construction of a 37' x 28' prestressed slab structure on concrete end bents over Wildhorse Creek.

    C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: A & R Construction, Inc. dba LACO Construction Co.

3. Contract Amount: $124,091.54

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
MAY 21 '87
Fredrickson
REFER TO

Cy 5/20

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Thomas P. Lowe | | SIGNATURE<br>John T. Price | |
| TITLE<br>Area Engineer | DATE<br>5/19/87 | TITLE<br>District Engineer B | DATE<br>5/19/87 |

FOR: Info / Inves / R/D / D/R / Sign / Act

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

ORIGINAL 10,087

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-1-86

# FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

| | |
|---|---|
| STATE<br>Oregon | FEDERAL AID PROJECT NO.<br>BRS-B583(1) |
| PROGRAM APPROVED | VOUCHER PERIOD<br>From: 10/19/84 To: 6/11/85 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| 15,216.07 | 15,216.07 | 80% | 12,172.86 | 12,172.86 | -0- |

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*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY* Oregon *State Highway Agency*

*By* ______ Controller *Authorized Officer* 12/01/86 *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $ ______

*Amount Approved* $ ______

*SIGN ORIGINAL COPY* ______ *Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | WILD HORSE CREEK (GENTRY) BRIDGE<br>UMATILLA COUNTY ROAD | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | State | All Required | | | 15216.07<br>~~$15,172.86~~ | |
| | TOTAL PARTICIPATING PROJECT COST | | | | ~~$15,172.86~~<br>15,216.07 | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 12/04/86. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

| DESCRIPTION | | PREFIX | FUNCTION | SUB F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|
| | 530 | 1998 | 914 | 00 | P 1 | .62CR | 138.69 | 138.69 | |
| | 530 | 1998 | 918 | 00 | P 1 | 2.92CR | 654.52 | 654.52 | |
| | 530 | 1998 | 920 | 00 | P 1 | 63.30 | 101.94 | 101.94 | |
| | 530 | 1998 | 921 | 00 | P 1 | 855.12 | 855.12 | 855.12 | To 929 1691.12 |
| | 530 | 1998 | 922 | 00 | P 1 | 77.43 | 77.43 | 77.43 | |
| | 530 | 1998 | 923 | 00 | P 1 | 36.67 | 36.67 | 36.67 | |
| | 530 | 1998 | 926 | 00 | P 1 | 199.98 | 1,113.03 | 1,113.03 | |
| | 530 | 1998 | 927 | 00 | P 1 | 1,903.19 | 2,836.59 | 2,836.59 | |
| | 530 | 1998 | 933 | 00 | P 1 | .32CR | 71.18 | 71.18 | |
| | 530 | 1998 | 937 | 00 | P 1 | 29.38 | 878.39 | 878.39 | |
| | 530 | 1998 | 950 | 00 | P 1 | 80.69 | 80.69 | ~~80.69~~ | add to 901 |
| | | | TOT | | P1 | 3,718.11 | 13,913.34 | 13,913.34 | |
| | | | ** JOB TOTALS ** | | | 3,718.11 ** | 13,913.34 ** | 13,913.34 ** | |
| UPRRXING @ AIRPORT RD | CONT NO | | * FA PROJ NOS RRS 8618002 100 | | | | | | STATE |
| | 531 | 1934 | 296 | 00 | N 9 | | | 6,338.71CR | |
| | 531 | 1934 | 298 | 00 | N 9 | | | 6,338.71 | |
| | 531 | 1934 | 901 | 00 | P 1 | | | 6,400.59 | |
| | 531 | 1934 | 905 | 00 | P 1 | | | 49.41 | |
| | 531 | 1934 | 910 | 00 | P 1 | | | 80.08 | |
| | 531 | 1934 | 914 | 00 | P 1 | | | 446.50 | |
| | 531 | 1934 | 918 | 00 | P 1 | | | 44.12 | |
| | 531 | 1934 | 922 | 00 | P 1 | | | 22.31 | |
| | | | TOT | | P1 | | | 7,043.01 | |
| | | | ** JOB TOTALS ** | | | ** | ** | 7,043.01 ** | |
| GRANDE RONDE R(L COVE R)B | CONT NO | | * FA PROJ NOS BRS 8619003 100 | | | | | | STATE |
| | 531 | 1963 | 296 | 00 | N 9 | | 1,323.68CR | 16,713.94CR | |
| | 531 | 1963 | 297 | 00 | N 9 | | 909.97 | 3,260.00 | |
| | 531 | 1963 | 298 | 00 | N 9 | | 413.71 | 13,453.94 | |
| | 531 | 1963 | 901 | 00 | P 1 | | | 3,532.58 | |
| | 531 | 1963 | 905 | 00 | P 1 | | | 2,129.32 | |
| | 531 | 1963 | 905 | 00 | N 1 | | 4.50 | 4.50 | |
| | 531 | 1963 | 906 | 00 | P 1 | | | 1,246.46 | |
| | 531 | 1963 | 918 | 00 | P 1 | | | 388.74 | |
| | 531 | 1963 | 920 | 00 | P 1 | | | 176.99 | |
| | 531 | 1963 | 921 | 00 | P 1 | | | 660.78 | |
| | 531 | 1963 | 923 | 00 | P 1 | | | 93.00 | |
| | 531 | 1963 | 926 | 00 | P 1 | | | 2,464.05 | |
| | 531 | 1963 | 926 | 00 | N 1 | | | 89.00 | |
| | 531 | 1963 | 927 | 00 | P 1 | | | 4,508.05 | |
| | 531 | 1963 | 929 | 00 | P 1 | | | 307.72 | |
| | 531 | 1963 | 932 | 00 | P 1 | | 19.97CR | | |
| | 531 | 1963 | 933 | 00 | P 1 | | | 80.27 | |
| | 531 | 1963 | 937 | 00 | P 1 | | | 1,229.47 | |
| | | | TOT | | P1 | | 19.97CR | 16,817.43 | |
| | | | TOT | | N1 | | 4.50 | 93.50 | |
| | | | ** JOB TOTALS ** | | | ** | 15.47CR** | 16,910.93 ** | |

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PAGE     3

                    JOB COST SUMMARY RUN ON  12-02-87
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 11/27/87

                                CREW        CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL  NUMBER        MONTH          DATE
--        -------- ---------- ------       -------      ----------
C5301998                        0100                     13,913.34 ***
C5301998             194        0100                         14.99
C5301998             199        0100
C5301998             199        0530                          6.73
C5301998             501        7200                        173.50
C5301998             504        0100                          2.70
C5301998             504        7000                        154.70
C5301998             504        7200                          5.50
C5301998             504        7300                         34.23
C5301998             504        7400                         18.00
C5301998             504        7430                          2.70
ACTIVITY                                                             14,326.39 SUBTOTAL → 413.05

C5301998 903         001        7440
ACTIVITY   903                                                                 SUBTOTAL

C5301998 905         001        7000
C5301998 905         130        7300                          6.00
C5301998 905         504        0100                         29.68
ACTIVITY   905                                                           35.68 SUBTOTAL

C5301998 921         001        7200                        -48.96
C5301998 921         136        0500                        546.26
C5301998 921         501        7200                        173.50
C5301998 921         504        0100                        165.20
ACTIVITY   921                                                          836.00 SUBTOTAL

C5301998 927         504        0100                         18.00
ACTIVITY   927                                                           18.00 SUBTOTAL

EA        C5301998 TOTAL                                             15,216.07

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1136

| DESCRIPTION | | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 530 | 1985 | 906 | 00 | P | 1 | | | 323.89 | |
| | 530 | 1985 | 914 | 00 | P | 1 | | 8.72 | 8.72 | |
| | 530 | 1985 | 918 | 00 | P | 1 | | | 530.95 | |
| | 530 | 1985 | 920 | 00 | P | 1 | | | 105.30 | |
| | 530 | 1985 | 921 | 00 | P | 1 | | 78.20 | 199.73 | |
| | 530 | 1985 | 922 | 00 | P | 1 | | | 34.53 | |
| | 530 | 1985 | 923 | 00 | P | 1 | | | 74.63 | |
| | 530 | 1985 | 926 | 00 | P | 1 | | | 1,291.39 | |
| | 530 | 1985 | 927 | 00 | P | 1 | | | 3,438.14 | |
| | 530 | 1985 | 929 | 00 | P | 1 | | | 243.09 | |
| | 530 | 1985 | 932 | 00 | P | 1 | | | 39.93 | |
| | 530 | 1985 | 933 | 00 | P | 1 | | | 98.33 | |
| | 530 | 1985 | 937 | 00 | P | 1 | | | 421.46 | |
| | 530 | 1985 | 950 | 00 | P | 1 | | | 97.52 | |
| | | | TOT | | P1 | | | 97.42 | 12,629.57 | |
| | | | TOT | | N1 | | | | 16.39 | |
| | | | ** JOB TOTALS ** | | | | ** | 97.42 ** | 12,645.96 ** | |
| UMATILLA R(JOHNSON ST)BR | CONT NO | | FA PRCJ NOS BRS B596001 100 | | | | | | | STATE |
| | 530 | 1990 | 296 | 00 | N | 9 | 519.77CR | 16,900.19CR | 23,625.82CR | |
| | 530 | 1990 | 297 | 00 | N | 9 | | 1,333.18 | 2,700.00 | |
| | 530 | 1990 | 298 | 00 | N | 9 | 519.77 | 15,567.01 | 20,925.82 | |
| | 530 | 1990 | 901 | 00 | P | 1 | 6.43CR | 1,506.72 | 4,926.06 | |
| | 530 | 1990 | 905 | 00 | P | 1 | 68.72 | 3,514.80 | 3,514.80 | |
| | 530 | 1990 | 906 | 00 | P | 1 | | 18.00 | 18.00 | |
| | 530 | 1990 | 911 | 00 | P | 1 | .49CR | 109.36 | 109.36 | |
| | 530 | 1990 | 914 | 00 | P | 1 | 1.14CR | 253.00 | 253.00 | |
| | 530 | 1990 | 918 | 00 | P | 1 | | 5.66 | 12.10 | |
| | 530 | 1990 | 920 | 00 | P | 1 | | | 111.00 | |
| | 530 | 1990 | 921 | 00 | P | 1 | 316.42 | 316.42 | 316.42 | |
| | 530 | 1990 | 922 | 00 | P | 1 | .19CR | 42.25 | 42.25 | |
| | 530 | 1990 | 926 | 00 | P | 1 | 177.26 | 3,180.45 | 6,487.48 | |
| | 530 | 1990 | 927 | 00 | P | 1 | 73.51 | 8,248.14 | 8,248.14 | |
| | 530 | 1990 | 929 | 00 | P | 1 | 179.20 | 179.20 | 179.20 | |
| | 530 | 1990 | 933 | 00 | P | 1 | .20CR | 44.30 | 44.30 | |
| | 530 | 1990 | 937 | 00 | P | 1 | 11.19CR | 2,576.84 | 2,576.84 | |
| | 530 | 1990 | 950 | 00 | P | 1 | .51CR | 113.28 | 113.28 | |
| | | | TOT | | P1 | | 794.96 | 20,108.42 | 26,952.23 | |
| | | | ** JOB TOTALS ** | | | | 794.96 ** | 20,108.42 ** | 26,952.23 ** | |
| WILD HORSE(GENTRY)BRIDGE | CONT NO | | FA PROJ NOS BRS B583001 100 | | | | | | | STATE |
| | ~~530~~ | ~~1998~~ | ~~296~~ | ~~00~~ | ~~N~~ | ~~9~~ | ~~2,821.89CR~~ | ~~10,073.33CR~~ | ~~10,073.33CR~~ | |
| | ~~530~~ | ~~1998~~ | ~~297~~ | ~~00~~ | ~~N~~ | ~~9~~ | ~~275.30~~ | ~~1,917.15~~ | ~~1,917.15~~ | |
| | ~~530~~ | ~~1998~~ | ~~298~~ | ~~00~~ | ~~N~~ | ~~9~~ | ~~2,546.59~~ | ~~8,156.18~~ | ~~8,156.18~~ | |
| | 530 | 1998 | 901 | 00 | P | 1 | 12.65CR | 4,135.62 | 4,135.62 | |
| | 530 | 1998 | 905 | 00 | P | 1 | 315.52 | 2,708.47 | 2,708.47 | |
| | 530 | 1998 | 906 | 00 | P | 1 | 173.34 | 225.00 | 225.00 | To 927 |

```
1/06/87                                                        JOB COST SUMMARY
                                                   EA   BJOB/ACTIVITY/OBJ-DETAIL CRE
                                                         PAYROLL CHARGES ARE LOADED

                                                                   CREW        MSA
                EA        SUBJOB    ACTIVITY    OBJ-DETAIL        NUMBER       FIELD

          C5301998         000                     501             7200
          C5301998         000                     501             7200

          C5301998         000                     501

          C5301998         000                     504             0100
          C5301998         000                     504             0100

          C5301998         000                     504             7000
          C5301998         000                     504             7000

          C5301998         000                     504             7200
          C5301998         000                     504             7200

          C5301998         000                     504             7300
          C5301998         000                     504             7300

          C5301998         000                     504             7400
          C5301998         000                     504             7400

          C5301998         000                     504             7430
          C5301998         000                     504             7430

          C5301998         000                     504

          C5301998         000

          C5301998         000         903         001             7440
          C5301998         000         903         001             7440

          C5301998         000         903         001

          C5301998         000         903

          C5301998         000         905         001             7000
          C5301998         000         905         001             7000

          C5301998         000         905         001

          C5301998         000         905         130             7300
          C5301998         000         905         130             7300

          C5301998         000         905         130

          C5301998         000         905         504             0100
          C5301998         000         905         504             0100

          C5301998         000         905         504
```

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        JOB COST SUMMARY
BJOB/ACTIVITY/OBJ-DETAIL CRE NUMBER
   PAYROLL CHARGES ARE LOADED

       CREW        MSA           CURRENT               BALANCE TO
IL    NUMBER      FIELD           MONTH                   DATE

       7200                              .00                   173.50
       7200                              .00                   173.50

                                         .00                   173.50

       0100                              .00                     2.70
       0100                              .00                     2.70

       7000                              .00                   154.70
       7000                              .00                   154.70

       7200                              .00                     5.50
       7200                              .00                     5.50

       7300                              .00                    34.23
       7300                              .00                    34.23

       7400                              .00                    18.00
       7400                              .00                    18.00

       7430                              .00                     2.70
       7430                              .00                     2.70

                                         .00                   217.83

                                         .00                   391.33

       7440                              .00                      .00
       7440                              .00                      .00

                                         .00                      .00

                                         .00                      .00

       7000                              .00                      .00
       7000                              .00                      .00

                                         .00                      .00

       7300                              .00                     6.00
       7300                              .00                     6.00

                                         .00                     6.00

       0100                              .00                    29.68
       0100                              .00                    29.68

                                         .00                    29.68
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 1/06/87                                                JOB COST SUMMARY
                                          E/ SUBJOB/ACTIVITY/OBJ-DETAIL CREW-N
                                                PAYROLL CHARGES ARE LOADED

                                                                  CREW        MSA
                EA        SUBJOB    ACTIVITY    OBJ-DETAIL       NUMBER      FIELD

             C5301998      000        905

             C5301998      000        921          136            0500
             C5301998      000        921          136            0500

             C5301998      000        921          136

             C5301998      000        921          501            7200
             C5301998      000        921          501            7200

             C5301998      000        921          501

             C5301998      000        921          504            0100
             C5301998      000        921          504            0100

             C5301998      000        921          504

             C5301998      000        921

             C5301998      000        927          504            0100
             C5301998      000        927          504            0100

             C5301998      000        927          504

             C5301998      000        927

             C5301998      000

             C5301998      011                     194            0100
             C5301998      011                     194            0100

             C5301998      011                     194

             C5301998      011                     199            0100
             C5301998      011                     199            0100

             C5301998      011                     199            0530
             C5301998      011                     199            0530

             C5301998      011                     199

             C5301998      011

             C5301998      011        921          001            7200
             C5301998      011        921          001            7200

             C5301998      011        921          001

             C5301998      011        921
```

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         JOB COST SUMMARY                                                      PAGE       3
 SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
      PAYROLL CHARGES ARE LOADED

        CREW        MSA             CURRENT                  BALANCE TO
TAIL   NUMBER      FIELD             MONTH                      DATE

                                               .00                        35.68

       0500                                    .00                       546.26
       0500                                    .00                       546.26

                                               .00                       546.26

       7200                                    .00                       173.50
       7200                                    .00                       173.50

                                               .00                       173.50

       0100                                    .00                       165.20
       0100                                    .00                       165.20

                                               .00                       165.20

                                               .00                       884.96

       0100                                    .00                        18.00
       0100                                    .00                        18.00

                                               .00                        18.00

                                               .00                        18.00

                                               .00                     1,329.97

       0100                                    .00                        14.99
       0100                                    .00                        14.99

                                               .00                        14.99

       0100                                    .00                          .00
       0100                                    .00                          .00

       0530                                    .00                         6.73
       0530                                    .00                         6.73

                                               .00                         6.73

                                               .00                        21.72

       7200                                    .00                        48.96-
       7200                                    .00                        48.96-

                                               .00                        48.96-

                                               .00                        48.96-
 1/06/87                                               JOB COST SUMMARY
                                           E[illegible]BJOB/ACTIVITY/OBJ-DETAIL CRE[illegible]N
                                                 PAYROLL CHARGES ARE LOADED

                                                                CREW          MSA
             EA         SUBJOB    ACTIVITY    OBJ-DETAIL      NUMBER        FIELD

          C5301998       011
          C5301998
```

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           JOB COST SUMMARY                                                          PAGE       4
RJOB/ACTIVITY/OBJ-DETAIL CRE[illegible]NUMBER
     PAYROLL CHARGES ARE LOADED

        CREW       MSA                 CURRENT                     BALANCE TO
TAIL   NUMBER     FIELD                 MONTH                        DATE

                                                 .00                        27.24-
                                                 .00                     1,302.73
                                                 .00                     3,104.24
```

10,087

**OREGON STATE HIGHWAY DIVISION** **REQUEST FOR WARRANT** BRS-B583(2)

9-11-86

Payable to: LACO Const.
PO Box 881
Lewiston ID 83501

Project No.:

Hwy. Agr. No.:

Contract No.: 10087

Project:

Estimate No.: 5 Final

Period Covered:

Work Order No.:

| Invoice or Billing | Description | Total Amount to Date | Previous Amount | Present Amount |
|---|---|---|---|---|
| | Retainage | 4000.00 | | |
| | | | | |
| | Interest on 3625.80 from | | | |
| | 3/24/86 - 9/4/86 163day | | | |
| | @ 1.788/day | 291.44 | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

| | | | |
|---|---|---|---|
| Totals | | | |
| Retained ___ % | | | |
| Total Payments | 4291.44 | | |

Approved by: V.E.

Prepared by: J Henry

CPS = 374.20 CR

Common Data Elements

Doc. No. RW C10087

09 11 86
Month Day Year

Agency 02 Vendor # 0000961837 Suf 02 Ref. Doc./Suf. ________ Check No. ________

| Suf | T/C | EA | Sub | Org | Obj | Actvy | M | Invoice No. | Amount | Sub. Acct. | MSA Code | RPI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 240 | C10087 | 000 | 8008 | | | | | 4000.00 | C10087 | | |
| 02 | 223 | ↓ | 001 | ↓ | 349 | | | | 291.44 | | | |
| 03 | | | | | | | | | | | | |
| 04 | | | | | | | | | | | | |
| 05 | | | | | | | | | | | | |
| 06 | | | | | | | | | | | | |
| 07 | | | | | | | | | | | | |
| 08 | | | | | | | | | | | | |

FORM NO.: 81-734-1359 (7/5/85)

10,087

September 8, 1986

CON 5 - #10,087

Safeco Insurance Co. of America
P.O. Box 2726 TA
Spokane, WA 99220

On September 2, 1986, we wrote to you concerning release of final payment on Contract No. 10,087 for work on the Wildhorse Creek (Gentry) Bridge Section of FAS B583 in Umatilla County.

Final payment on this contract is $3,625.80 and the total contract amount is $124,091.54. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: A & R Construction, Inc.
dba Laco Construction Co.
P.O. Box 881
Lewiston, ID 83501

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C.O. Fredrickson
Walt Hart
Robert D. Hector

10,087

Contract Payments 378-6594 FILE: CON 5
10087

Commission Services August 25, 1986

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10087 , On Site Work Substantially Completed November 1, 1985

All Work Completed February 25, 1986

Project Wildhorse Creek (Gentry) Bridge

Highway FAS B583 (Weston Road)

County Umatilla

Type of Work Grading, Paving and Structure

Contractor A & R Construction, Inc. dba LACO Construction Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

jc cc: OSHD (Pulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| IN COMPANY WITH<br>T. Penner, Project Manager and W. Richards, Region 5 Const Engr; OSHD | | | |
| DATE OF INSPECTION<br>January 8, 1986 | INSPECTION MADE BY<br>D. B. Carter, Area Engineer | | PROJECT NO.<br>BRS-B583(2) |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>98 % | WORK COMPLETED<br>100 % |

## WILD HORSE CREEK (GENTRY) BRIDGE SECTION
## FAS B583 (WESTON ROAD)
## Grading, Paving & Structure

**W. E. SCHWARTZ**

This project provided for the replacement of an existing structure with a single span, prestressed concrete slab structure and the associated approach grading.

The contract was awarded on July 26, 1985, to A and R Construction, Inc., of 2041 1st Avenue North, Lewiston, Idaho, 83501. The contract amount was $123,030.25.

The project is now complete and acceptance is recommended. The final cost of the project is estimated to be very close to the project authorization.

Mr. Penner indicated that the footings are located at approximately plan elevation.

This contract was ultimately awarded to the second low bidder, as the low bidder declared they were unable to execute the contract. The extra costs associated with the award of the contract to the second low bidder were recovered thru the low bidder's bid bond. Mr. Donald Trout's (Manager, Program Section, OSHD), memorandum of July 17, 1985, details the reasons for the low bidder's (Interstate Contracting Inc.), inability to perform on this contract. The award of the contract to the second low bidder was approved by the State Transportation Commission.

Project timing was adjusted slightly to allow for the second low bidder to properly mobilize and to arrange for prestress slab manufacture. It appears that the award of the contract to the second low bidder has not increased the total cost of this project beyond those costs already identified by the Highway Division.

- DBC -

RECEIVED
STATE HWY ENGR
JAN 23 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | [illegible] | Act | File

cy
1/23

Form **FHWA-1446A**
(Rev. 2-84)

10,087

STATE COPY ✓

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>11-61 | U.S. Department of Transportation<br>Federal Highway Administration | State<br>OREGON |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>UMATILLA |
| MODIFICATION NUMBER<br>2 | 11-15-85 | Project Number<br>BRS-B583(2) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 85, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 140,775 | $ 146,653 |
| Federal funds | $ 112,620 | $ 117,322 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of NOV, 19 85.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~By~~ FOR: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 7, 1985

FEDERAL AID PROJECT NO. BRS-B583(2)

WILDHORSE CR. (GENTRY) BRIDGE
WESTON COUNTY ROAD
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE BR. #10708A (Sta. 18+17 to Sta. 22+25)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| General Excavation | $ 6.00 | 215 | $ 1,290.00 | 309 | $ 1,854.00 |
| Structural Excavation | 10.00 | 333 | 3,330.00 | 430 | 4,300.00 |
| 36" C.M.P. (PA #1A) | 49.00 | | | 40 | 1,960.00 |
| SUBTOTAL | | | $ 4,620.00 | | $ 8,114.00 |

| | |
|---|---|
| Increase | $ 3,494.00 |
| SUBTOTAL from Estimate of August 5, 1985 | 124,030.25 |
| Subtotal | $ 127,524.25 |
| Engineering | 19,128.75 |
| Total | $ 146,653.00 |

| | |
|---|---|
| Length of Structure | 0.007 mi. |
| Federal Funds (80%) | $117,322.00 |
| County Funds | 29,331.00 |
| TOTAL | $146,653.00 |

Group 1: 100%
Contract No. 10087
Prefix: 530-1998
Prefix: C10087

Appn Code: 118

RLC:pf

STATE COPY

10, [illegible]

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. Department of Transportation<br>Federal Highway Administration | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>8-78 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | State<br>Oregon |
| PROJECT REPORT NUMBER | | County<br>Umatilla |
| MODIFICATION NUMBER<br>1 | 8-26-85 | Project Number<br>BRS-B583(2) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July ~~15~~ 17, 19 85,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 130,826 | $ 140,775 |
| Federal funds | $ 104,660 | $ 112,620 |
| Other revisions | | |

This modification is made for the following reasons: to reflect award of contract to the 2nd low bidder since low bidder declared unable to execute contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX By For: E.S. Hunter

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon August 5, 1985

Federal Aid Project No. BRS-B583(2)

Wildhorse Creek (Gentry) Bridge Section
Weston County Road
Umatilla County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure Br. #10708A (Sta. 18+17 to Sta. 22+25)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 6,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 500.00 |
| Temporary Signs | Sq. Ft. | 283 | 8.00 | 2,264.00 |
| Temporary Barricades | Each | 8 | 100.00 | 800.00 |
| Temporary Concrete Barriers | Lin. Ft. | 75 | 12.00 | 900.00 |
| Flaggers | Hour | 40 | 10.00 | 400.00 |
| Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 500.00 |
| General Excavation | Cu. Yd. | 215 | 6.00 | 1,290.00 |
| 1"-0 Aggregate Base | Ton | 950 | 15.00 | 14,250.00 |
| Class "B" or Class "C" Asphalt Concrete | Ton | 285 | 44.25 | 12,611.25 |
| 12-inch Culvert Pipe | Lin. Ft. | 40 | 15.00 | 600.00 |
| Guardrail, Type 2A | Lin. Ft. | 88 | 15.00 | 1,320.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | 30.00 | 3,000.00 |
| Guardrail Anchors, Type 1 | Each | 2 | 400.00 | 800.00 |
| Rail End Pieces, Type B | Each | 2 | 50.00 | 100.00 |
| Rail End Pieces, Type C | Each | 2 | 100.00 | 200.00 |
| Type 1 Fence | Lin. Ft. | 300 | 3.00 | 900.00 |
| 16'x48" Single Gate | Each | 1 | 478.00 | 478.00 |
| 20'x48" Double Gate | Each | 1 | 570.00 | 570.00 |
| Extra for Asphalt Approaches | Each | 4 | 160.00 | 640.00 |
| Loose Riprap, Class 700 | Cu. Yd. | 50 | 25.00 | 1,250.00 |
| Filter Blanket | Cu. Yd. | 15 | 20.00 | 300.00 |

BRIDGE NO. 10708A

| | | | | |
|---|---|---|---|---|
| Bridge Removal Work | Lump Sum | All | Lump Sum | 2,520.00 |
| Shoring, Cribbing, Etc. | Lump Sum | All | Lump Sum | 1,000.00 |
| Structure Excavation | Cu. Yd. | 333 | 10.00 | 3,330.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| Special Wall Backfill | Cu. Yd. | 118 | 20.00 | 2,360.00 |
| Structural Concrete, Class 3300 (94 C.Y.) | Lump Sum | All | Lump Sum | 24,440.00 |
| Reinforce (11,900 Lbs.) | Lump Sum | All | Lump Sum | 6,307.00 |
| 4'x35'/40' Prestressed Slabs | Each | 7 | 4,080.00 | 28,560.00 |
| Metal Rail with Tubing | Lin. Ft. | 88 | 55.00 | 4,840.00 |
|  |  |  |  | $ 123,030.25 |

Anticipated Items

|  |  |  |  |
|---|---|---|---|
| Roadside Seeding, Mulching, and Fertilizing | All Required |  | $ 500.00 |
| Permanent Pavement Striping |  |  | 500.00 |
|  |  |  | $ 1,000.00 |
|  |  | Subtotal | $ 124,030.25 |
|  |  | Engineering | 16,744.75 |
|  |  | Total | $ 140,775.00 |

|  |  |
|---|---|
| Length of Structure | 0.007 mi. |

|  |  |
|---|---|
| Federal Funds (80%) | $ 112,620.00 |
| County Funds | 28,155.00 |
| Total | $ 140,775.00 |

|  |  |
|---|---|
| Group 1 | 100% |
| Contract No. | 10087 |
| Prefix: | 530-1998 |
| Prefix: | C10087 |
| Appn Code: | 118 |

RLC:bkb

| TO BE COMPLETED BY FHWA | | |
|---|---|---|
| 10087 7-110 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-17-85 | STATE<br>Oregon<br>COUNTY<br>Umatilla<br>PROJECT NO.<br>BRS-0583(2) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. "Wild Horse Creek (Gentry) Br. Sec."

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-12-85 | 0.007 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 80.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 130,826.00 | $ 104,660.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

For: H.S. Coulter, P.E.
State Highway Engineer
*(Title)*

By ____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator JUL 17 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

Oregon State Highway Division
Salem, Oregon July 15, 1985

Federal Aid Project No. BRS-B583(2)

Wildhorse Creek (Gentry) Bridge Section
Weston County Road
Umatilla County

## PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure Br. #10708A (Sta. 18+17 to Sta. 22+25)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 11,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 2,500.00 |
| Temporary Signs | Sq. Ft. | 283 | 10.00 | 2,830.00 |
| Temporary Barricades | Each | 8 | 70.00 | 560.00 |
| Temporary Concrete Barriers | Lin. Ft. | 75 | 20.00 | 1,500.00 |
| Flaggers | Hour | 40 | 18.00 | 720.00 |
| Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 3,000.00 |
| General Excavation | Cu. Yd. | 215 | 5.00 | 1,075.00 |
| 1"-0 Aggregate Base | Ton | 950 | 10.00 | 9,500.00 |
| Class "B" or Class "C" Asphalt Concrete | Ton | 285 | 40.00 | 11,400.00 |
| 12-inch Culvert Pipe | Lin. Ft. | 40 | 15.00 | 600.00 |
| Guardrail, Type 2A | Lin. Ft. | 88 | 20.00 | 1,760.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | 34.00 | 3,400.00 |
| Guardrail Anchors, Type 1 | Each | 2 | 350.00 | 700.00 |
| Rail End Pieces, Type B | Each | 2 | 80.00 | 160.00 |
| Rail End Pieces, Type C | Each | 2 | 80.00 | 160.00 |
| Type 1 Fence | Lin. Ft. | 300 | 2.00 | 600.00 |
| 16'x48" Single Gate | Each | 1 | 100.00 | 100.00 |
| 20'x48" Double Gate | Each | 1 | 100.00 | 100.00 |
| Extra for Asphalt Approaches | Each | 4 | 250.00 | 1,000.00 |
| Loose Riprap, Class 700 | Cu. Yd. | 50 | 20.00 | 1,000.00 |
| Filter Blanket | Cu. Yd. | 15 | 10.00 | 150.00 |

Bridge No. 10708A

| | | | | |
|---|---|---|---|---|
| Bridge Removal Work | Lump Sum | All | Lump Sum | 7,000.00 |
| Shoring, Cribbing, Etc. | Lump Sum | All | Lump Sum | 100.00 |
| Structure Excavation | Cu. Yd. | 333 | 10.00 | 3,330.00 |
| Special Wall Backfill | Cu. Yd. | 118 | 10.00 | 1,180.00 |
| Structural Concrete, Class 3300 (94 C.Y.) | Lump Sum | All | Lump Sum | 16,000.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| Reinforcement (11,900 Lbs.) | Lump Sum | All | Lump Sum | 7,000.00 |
| 4'x35'/40' Prestressed Slabs | Each | 7 | 3,000.00 | 21,000.00 |
| Metal Rail with Tubing | Lin. Ft. | 88 | 55.00 | 4,840.00 |
|  |  |  |  | $ 114,265.00 |

Anticipated Items

|  |  |  |  |
|---|---|---|---|
| Roadside Seeding, Mulching and Fertilizing | All Required |  | $ 500.00 |
| Permanent Pavement Striping |  |  | 500.00 |
|  |  |  | $ 1,000.00 |
|  |  | Subtotal | $ 115,265.00 |
|  |  | Engineering | 15,561.00 |
|  |  | Total | $ 130,826.00 |

|  |  |
|---|---|
| Length of Structure | 0.007 mi. |

|  |  |
|---|---|
| Federal Funds (80%) | $ 104,660.00 |
| County Funds | 26,166.00 |
| Total | $ 130,826.00 |

|  |  |
|---|---|
| Group 1 | 100% |
| Contract No. | 10087 |
| Prefix: | 530-1998 |
| Prefix: | C10087 |
| Appn Code: | 118 |

RLC:bkb

10,088

Report # 1

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powder River (Miles) Bridge

WEEK ENDING: Nov. 9, 1985

SECTION PREFIX: C10088

HIGHWAY: Medical Springs

COUNTY: Baker

NAME OF JOB:

KIND OF WORK: Structure

CONTRACTOR: A & R Construction, Inc.

CONTRACT NUMBER: 10,088

FEDERAL AID PROJECT NUMBER: BRS-184(2)

DATE OF CONTRACT: July 18, 1985

DATE WORK STARTED: Nov. 6, 1985

ESTIMATED COMPLETION DATE: October 1986

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 2

SPECIFIED WORK DAYS: 150

SPECIFIED CALENDAR DAYS

WORK DAYS USED: 4

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 3

PROJECT AUTHORIZATION: $ 348,998.32

EXCLUSIVE OF ENGINEERING: $ 321,324.44

ENGINEERING AUTHORIZATION: $ 27,673.88

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0

This Week

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 321,324.44

ENGINEERING COST TO DATE: $ 3,781.02

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 14 %

DATE PROJECT WAS COMPLETED:

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT 1 | 0 | 0 | 0 | 0 | 0 |
| MILES PARTIALLY COMPLETED 2 | | | | | |
| MILES COMPLETED 3 | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) 4 | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE 5 | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE 6 | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

2 Backhoe 1 Truck

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 3 | | 0 | | |
| MONDAY 4 | | 0 | | |
| TUESDAY 5 | | 0 | | |
| WEDNESDAY 6 | | 1 | | |
| THURSDAY 7 | | 1 | | |
| FRIDAY 8 | | 1 | | |
| SATURDAY 9 | | 1 | | |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 3 | |
| MONDAY 4 | This Week: Contractor began work Wed., Nov. 6, 1985<br>Excavating for pipe extensions, placing 3/4 – 0 Bedding & installing pipe. |
| TUESDAY 5 | |
| WEDNESDAY 6 | |
| THURSDAY 7 | |
| FRIDAY 8 | |
| SATURDAY 9 | |

## REMARKS

Next Week: Continue insalling pipe extensions

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP•F216

September 26, 1983

Steven D. Brown CON 4
81260 Lost Creek Road
Dexter, OR 97431

Thank you for your check in the amount of $8,765.25 concerning the forfeiture of the proposal guaranty on the Wildhorse Creek (Gentry) Bridge Project.

Attached is your bid bond for this project.

We appreciate your cooperation in this matter and hope that you will be able to bid with us again.

Robert W. Gormsen
COMMISSION SERVICES

FKN:arc

Attachment

bc: E. S. Hunter
W. E. Schwartz
Duane Christensen
Gary Potter
C. O. Fredrickson
Jan Peterson
Jack Sollis

copy of bid
bond in
unsuccessful
proposal
file

Steven D. Brown
81260 Lost Creek Road
Dexter, OR 97431

September 17, 1985

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

Dear Mr. Gormsen

Subject: Wildhorse Creek (Gentry) Bridge

With reference to your letter dated August 29, 1985, I have enclosed a check in the amount of $8,765.25 for the release of bid bond for above mentioned project.

Upon of release of this bid bond this matter will come to a close. Thank you for your cooperation in this matter.

Sincerely,

Steven D. Brown

Steven D. Brown

CERTIFIED
P 129 625 520
MAIL

RECEIVED
SEP 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9/25/85
Check Barnett in
Hwy acctg said
check has cleared
the bank
RG

gormsen hand delivered
check to Houck
9/18/85

September 17, 1985

CERTIFIED MAIL
RETURN RECEIPT

CON 4

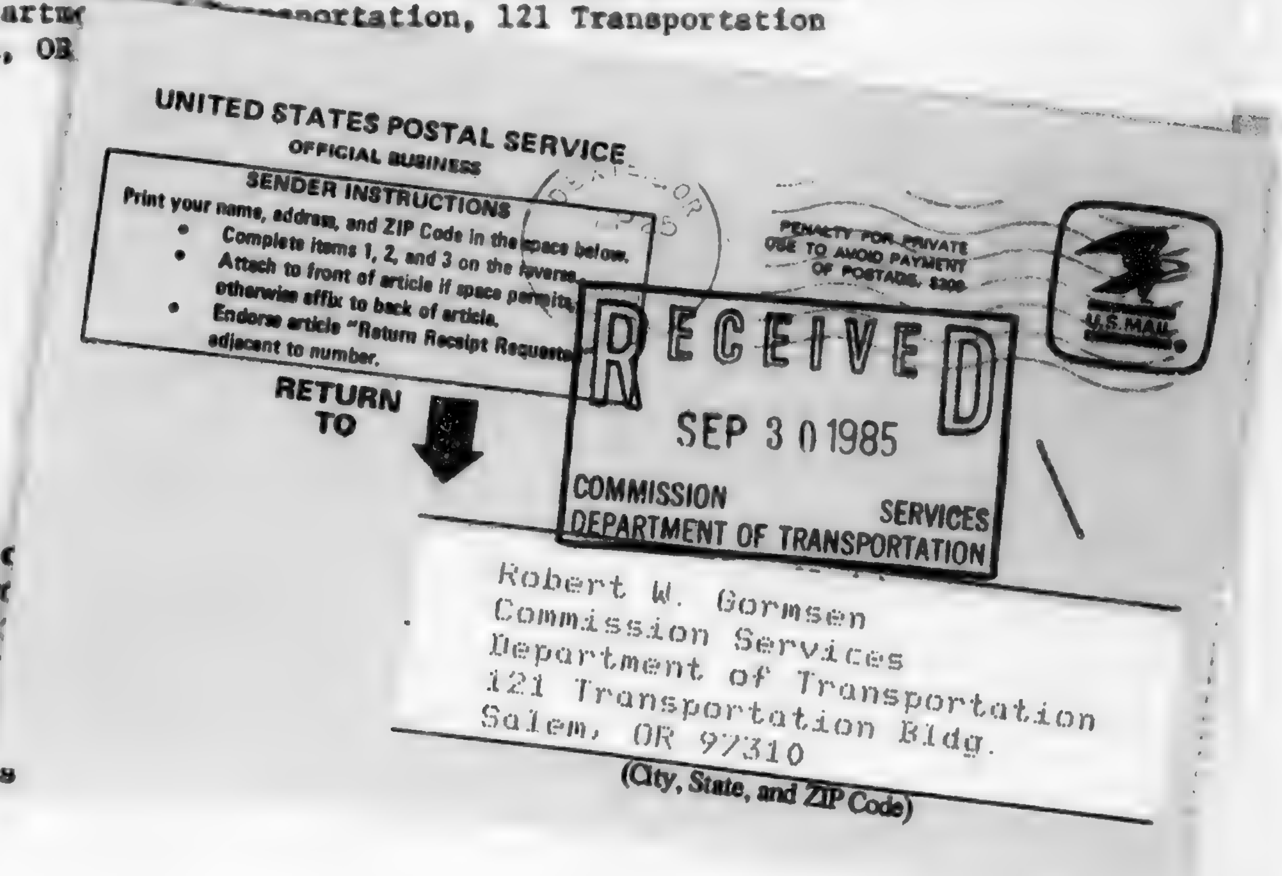
Steven D. Brown
81260 Lost Creek Road
Dexter, OR   97431

This is a follow-up to our letter of August 29, 1985, concerning the Wildhorse Creek (Gentry) Bridge Project on which bids were received on June 27, 1985.

We are holding your bid bond. We will release the bid bond upon receiving your check in the amount of $8,765.25. Please mail to the Departm portation, 121 Transportation Building, Salem, OR

RWG:fkn:arc

bc: E. S. Hunt
W. E. Schw
Duane Chri
Gary Potte
C. O. Fre
Jan Peter
Jack Sollis



UNITED STATES POSTAL SERVICE
OFFICIAL BUSINESS

SENDER INSTRUCTIONS
Print your name, address, and ZIP Code in the space below.
- Complete items 1, 2, and 3 on the reverse.
- Attach to front of article if space permits, otherwise affix to back of article.
- Endorse article "Return Receipt Requeste adjacent to number.

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, $300

RETURN TO

RECEIVED
SEP 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Bldg.
Salem, OR 97310
(City, State, and ZIP Code)

September 17, 1985

CERTIFIED MAIL
RETURN RECEIPT

CON 4

Steven D. Brown
81260 Lost Creek Road
Dexter, OR 97431

This is a follow-up to our letter of August 29, 1985, concerning the Wildhorse Creek (Gentry) Bridge Project on which bids were received on June 27, 1985.

We are holding your bid bond. We will release the bid bond upon receiving your check in the amount of $8,765.25. Please mail to the Department of Transportation, 121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

RWG:fkn:arc

bc: E. S. Hunter
W. E. Schwartz
Duane Christensen
Gary Potter
C. O. Fredrickson
Jan Peterson
Jack Sollis

**UNITED STATES POSTAL SERVICE**

OFFICIAL BUSINESS

**SENDER INSTRUCTIONS**

Print your name, address, and ZIP Code in the space below.

- Complete items 1, 2, and 3 on the reverse.
- Attach to front of article if space permits, otherwise affix to back of article.
- Endorse article "Return Receipt Requested" adjacent to number.

DEXTER OR
SEP 25

PENALTY FOR PRIVATE
USE TO AVOID PAYMENT
OF POSTAGE, $300

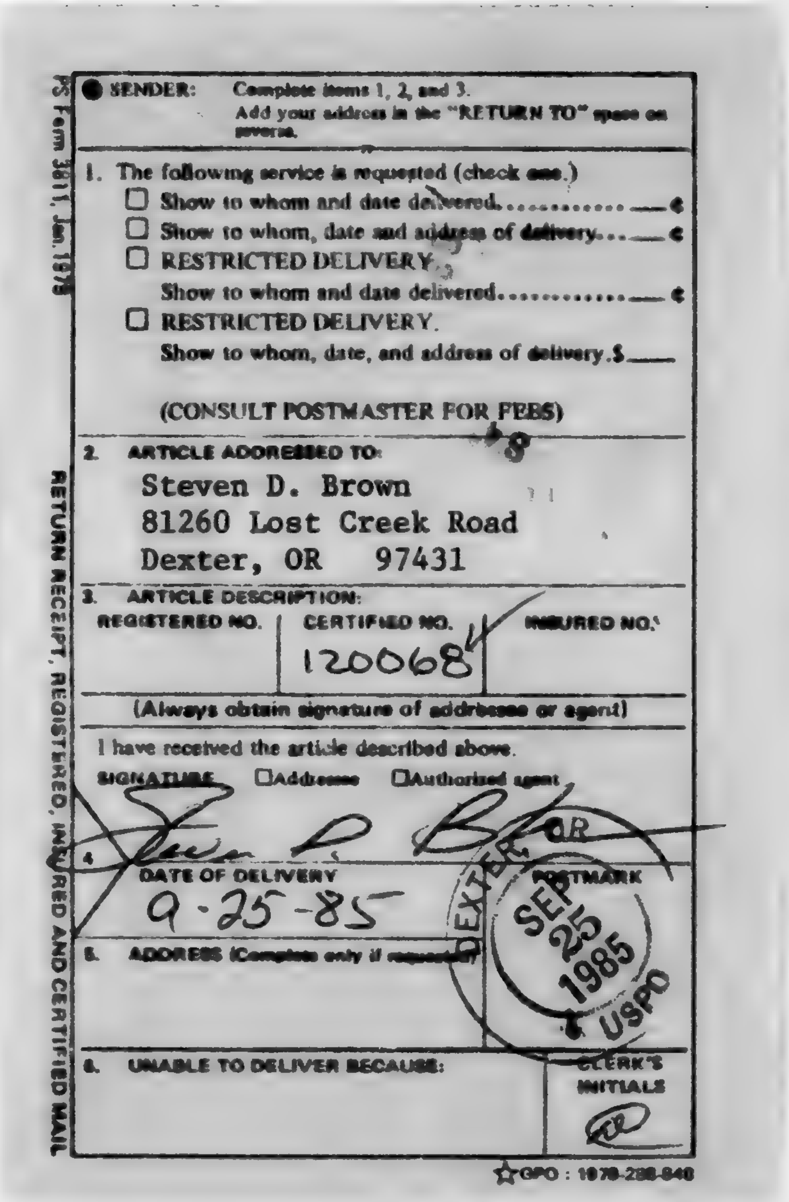
U.S.MAIL

RECEIVED
SEP 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**RETURN TO**

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Bldg.
Salem, OR 97310

(City, State, and ZIP Code)



● **SENDER:** Complete items 1, 2, and 3.
Add your address in the "RETURN TO" space on reverse.

1. The following service is requested (check one.)

☐ Show to whom and date delivered............. ___¢
☐ Show to whom, date and address of delivery...... ___¢
☐ RESTRICTED DELIVERY
Show to whom and date delivered............. ___¢
☐ RESTRICTED DELIVERY.
Show to whom, date, and address of delivery.$___

(CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:

Steven D. Brown
81260 Lost Creek Road
Dexter, OR 97431

3. ARTICLE DESCRIPTION:

| REGISTERED NO. | CERTIFIED NO. | INSURED NO. |
|---|---|---|
| | 120068 ✓ | |

(Always obtain signature of addressee or agent)

I have received the article described above.

SIGNATURE ☐Addressee ☐Authorized agent

4. DATE OF DELIVERY 9-25-85

POSTMARK DEXTER OR SEP 25 1985 USPO

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:

CLERK'S INITIALS

PS Form 3811, Jan. 1979

RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

☆GPO : 1979-288-848

August 29, 1985

Mr. Steven D. Brown
81260 Lost Creek Road
Dexter, OR 97431

NOTED
E. S. HUNTER

This is in connection with your letter of July 16, 1985, concerning the Wildhorse Creek (Gentry) Bridge Project on which bids were received on June 27, 1985.

On July 15, 1985, you verbably notified us that Interstate Contracting would not be able to execute the contract for the construction of this bridge. The contract was then awarded to the second low bidder and that contract has now been fully executed.

In accordance with Standard Specifications for Highway Construction, Section 103.07, "Failure to Execute Contract", our Chief Counsel advises that forfeiture of the proposal guaranty is required. Please mail your check payable to the Department of Transportation, 121 Transportation Building, Salem, OR 97310 in the amount of $8,765.25. Upon payment, your bid bond will be released.

If you have any questions, please call Jack Sollis, Chief Counsel, at 378-4259.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

FKN:arc

bc: ✓E. S. Hunter
W. E. Schwartz
Duane Christensen
Gary Potter
C. O. Fredrickson
Jan Peterson
Jack Sollis

RECEIVED
STATE HWY ENGR
AUG 30 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

con 4

Mr. Steven D. Brown
81260 Lost Creek Road
Dexter, OR 97431

RECEIVED
AUG 27 1985
LEGAL

Da
JS

8-27-85

This is in connection with your letter of July 16, 1985, concerning the Wildhorse Creek (Gentry) Bridge Project on which bids were received on June 27, 1985.

On July 15, 1985, you verbably notified us that Interstate Contracting would not be able to execute the contract for the construction of this bridge. The contract was then awarded to the second low bidder and that contract has now been fully executed.

In accordance with Standard Specifications for Highway Construction, Section 103.07, "Failure to Execute Contract", our Chief Counsel advises that forfeiture of the proposal guaranty is required. Please mail your check payable to the Department of Transportation, 121 Transportation Building, Salem, OR 97310 in the amount of $ 8,765.25. Upon payment, your bid bond will be released.

If you have any questions, please call Jack Sollis, Chief Counsel, at 378-4259.

Robert W. Gormsen
COMMISSION SERVICES

bc E. S. Hunter
W. E. Schwartz
Duane Christensen
Gary Potter
C. O. Fredrickson
Jan Peterson
Jack Sollis

FKN: y + b

STATE OF OREGON
HIGHWAY DIVISION

INTERDFFICE MEMO
PRO

TO: FILES

DATE: July 30, 1985

FROM: Don
Donald L. Trout
Federal Aid Supervisor
Program Section

SUBJECT: Wildhorse Creek (Gentry) Bridge
FAS-B583
Weston Road
Umatilla County

On July 29, 1985 Mr. Alvin Connerley, A & R Construction Company, called to say that he had found a supplier to construct the concrete deck slabs for this project. He indicated that he is willing to accept the contract, provided we can extend the opening time for two-way traffic from August 31, 1985 until September 30, 1985, and adjust the liquidated damages clause accordingly.

I discussed his proposal with Bryant Jackmond, Construction Section, who approved the time extension plan. Mr. Jackmond discussed the time extension with Mr. Hector, Region Engineer, and Mr. Richards, Assistant Region Engineer, by phone at the time and gained their concurrence.

The time extension would be handled through a price agreement and would provide the surety company an opportunity for approval.

I called Mr. Connerley and advised him that we would extend the August 31, 1985 date for completion for two-way traffic to September 30, 1985. I explained to him that we would do this through a price agreement that would provide an opportunity for the surety company approval. I indicated to Mr. Connerley that we would initiate the price agreement immediately upon execution of the contract. Mr. Connerley was assured that we would expedite the approval of the shop drawings when they were received in Salem. He asked that I verify this arrangement for the time extension in writing. He and I discussed the fact that he could do this with a cover letter when he executes the contract by saying that he has accepted the contract with this understanding. He was agreeable to this, although when the letter arrives it might require that we sign off on it and return a copy to him.

With the happenings today, we will go ahead and award the contract and proceed from this point in the normal manner.

DLT:pf

cc: R. N. Bothman
W. E. Schwartz
E. S. Hunter
R. D. Hector, Region 5
C. O. Fredrickson
Bob Gormsen
Gary A. Potter
Walt Hart

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Memo to File

DATE: July 26, 1985

Don

FROM: Donald L. Trout
Federal Aid Supervisor
Program Section

SUBJECT: Wildhorse Creek (Gentry) Bridge
FAS-B583
Weston Road
Umatilla County

On July 25, 1985 Mr. Alvin Connerley, A & R Construction Company, came into the office to discuss the award of the subject project. Mr. Connerley indicated that his firm was still interested in being awarded the contract, provided there could be some adjustment made in the specified time when the project was to be open for two-way traffic and in the liquidated damge clause.

Mr. Connerley needed a little more time to go back to his supplier for the bridge slabs to see if they would be able to supply them at a reasonable time. Mr. Connerley explained that when he prepared his bid for the project, he only found one supplier that would give him a bid for the construction of the bridge slabs. He was somewhat skeptical at this time if this same company would be able to provide the bridge slabs for him since it is late in the season and a busy time of the year.

He was advised yesterday by Region 5 personnel that the school district would allow three and possibly four weeks beyond the August 31 completion date to open the bridge for two-way traffic.

After Mr. Connerley's visit, I contacted Jerry Wimer and Bryant Jackmond, Construction Section, to see if there could be some adjustment of the August 31 completion time specified for opening the project to two-way traffic. Both Mr. Wimer and Mr. Jackmond assured me that through provisions in Section 103.08, and Section 108.09 of our Standard Specifications for Highway Construction that we could extend the August 31 date by three or four additional weeks. This extension would be handled by a price agreement that would also provide an opportunity for the surety company approval.

81-125-1387

After visiting with the Construction Section personnel, I talked with J.X. Wilson, Region 5, to bring him up to where we were on the situation and request that he have someone again contact the school officials to see how critical it is to replace the bridge this fall. He was also requested to find out if they would agree to more than three weeks of extra time. We also needed to know if the existing bridge would have to be closed if it was not replaced. Jay agreed to do this and get back to us as soon as possible.

Jay called back saying the county officials indicated the existing bridge would hold through the winter. The school officials would extend beyond the August 31, 1985 up to a total of four weeks. Region recommends to go with the contract now if the contractor can get the slabs in reasonable time. If slabs can't be supplied now see if the contractor still wants the job, but not do the work until next spring.

The conclusion at this time is that the second low bidder, A & R Construction, is interested in accepting the contract provided there can be some adjustment in the August 31 date required for opening the project to two-way traffic and with the assurance they would not be held liable for any liquidated damages because of the delay in award. Depending on what the contractor finds out from the supplier and the word from the school officials we can make a decision on whether or not to award to the contract.

DLT:me
cc: R. N. Bothman
W. E. Schwartz
E. S. Hunter
R. D. Hector
C. O. Fredrickson
Gary Potter
Walt Hart
✓ Bob Gormsen

RECEIVED
JUL 31 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H. S. Coulter
State Highway Engineer

DATE: July 17, 1985

for Donald L. Rout

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Wildhorse Creek (Gentry) Bridge
FAS B583 - Weston Road
Umatilla County

On July 15 Bob Gormsen brought into my office Steve Brown from Interstate Contracting Inc., who was the low bidder on June 27 for the subject project.

Mr. Brown indicated that he and his other two partners in Interstate Contracting Inc. had developed significant problems with the company, that he had been tied up in legal concerns for the past two weeks, and had come to the conclusion that he would no longer be able to execute the contract for the construction of the subject bridge.

He indicated that he had just been to Jack Sollis' office and Jack Sollis advised him that as long as he forfeited his bid bond and that since he was unable to execute the contract, the Highway Division would go to the second low bidder. The second low bidder is A & R Construction dba Laco. The amount of their bid was $123,030.25, which is $8,765.25 over the bid of Interstate Contractors, which was $114,265.00.

Mr. Brown indicated to me that in spite of his troubles with his company, he had no intention of this reflecting on his character and that he intended to deposit in escrow with the bonding company the amount of cash equal to ten percent of his bid, or $11,426.50.

It is therefore my recommendation to you that we accept the failure of Interstate Contracting Inc. to execute this contract, hold their bid bond, and recover the cost of going to the second low bidder. Jack Sollis concurs.

I have attached a suggested draft to the Transportation Commission for your consideration.

GAP:me
Attachment
cc: E. S. Hunter
R. N. Bothman
Jack Sollis
Bob Hector
Don Trout
Roger Lang
✓ Bob Gormsen

4

Steven D. Brown
81260 Lost Creek Road
Dexter, Oregon 97431

July 16, 1985

Robert W. Gormsen
Manager
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Subject: Wildhorse Creek (Gentry) Bridge

Dear Mr. Gormsen

I would like to express my appreciation for your consideration in the matter of the subject project with regards to my position in relation to Interstate Contracting, Inc. I would like to reiterate what we have discussed and my position with regards to completing this embarrasing matter.

Although I am no longer affilated with Interstate Contracting, Inc., I do retain an obligation To Employers Insurance of WAUSAU who provided the bid bond for subject project. I am only liable for a portion of the forthcoming settlement,but do to the fact other liable parties have made it apparent they will not meet their obligations in this matter, I feel I must take it upon myself to maintain my reputation and unblemished credit rating and take care of this matter personally. It is for these reasons I would like the following considerations:

1. When the paperwork is completed at your office with regards to the upcoming settlement, I personally would like to be notified verbally and if necessary by letter so that I may take care of this matter directly without the Bonding Company having to directly pay this settlement. You, if you must, may send them the bill, but I intend to personally take care of this directly and personally to you or whatever office will be handling this matter.

2. If possible, I would like to know how long this process will take so as I may make the necessary finances available when required and how much time I have to pursue the other liable parties.

3. Please notify your office and whatever persons that will be involved with this matter, that correspondence directly relating to the subject project be directed to:

Steven D. Brown
81260 Lost Creek Road
Dexter, OR 97431

The future of Interstate Contracting, Inc. is uncertain at this time and apparently will no longer exist. It is my intent to see that all parties involved with this matter be satisfied with all contractual matters and financial obligations in a timely manner.

I again thank you for your consideration in this matter. If you have any questions or if I may be of any assistance in any way please do not hesitate to call.

Sincerely,

Steven D. Brown

CC: H.S. Coulter
E.S. Hunter
Gary Potter
C.O. Fredrickson
Duane Christensen
Walt Hart
Jack Sollis
Bob Hector
Roger Lang

RECEIVED
JUL 17 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Interstate Contracting, Inc.
PO Box 568
Pleasant Hill, Oregon 97455 (503-747-5464)

Commission Services
Room 122 State Transportation Building
Salem, OR 97310

Subject: Minority Goal, Wildhorse Creek (Gentry) Bridge, Umatilla County, bid 6-27-85

Gentlemen:

As required, Interstate Contracting, Inc. has committed to subcontract to Romero/Cabrera Sign Construction Company, 950 E. 37th, Eugene, Oregon, 97405; the following items for the Wildhorse Creek (Gentry) Bridge:

| | | | | |
|---|---|---|---|---|
| 1 | Mobilization | Lump Sum | All | $600 |
| 2 | Temporary Protection & Direction of Traffic | Lump Sum | All | $1700 |
| 3 | Temporary Signs | Sq. Ft. | 283 @ $10 | $2830 |
| 4 | Temporary Barricades | Each | 8 @ $70 | $560 |
| 12 | Guard Rail, Type 2A | Lin. Ft. | 88 @ $18 | $1564 |
| 13 | Guard Rail, Type 3 | Lin. Ft. | 100 @ $30 | $3000 |
| 14 | Guard Rail Anchors, Type 1 | Each | 2 @ $300 | $600 |
| 15 | Rail End Pieces, Type B | Each | 2 @ $60 | $120 |
| 16 | Rail End Pieces, Type C | Each | 2 @ $80 | $160 |
| 30 | Metal Rail with Tubing | Lin. Ft. | 88 @ $50 | $4400 |
| | | | Total | $15,534 |

In items 2 & 3 Romero/Cabrera Sign Construction Company intends to purchase from Gaynetco, Inc., 10416 N. E. Marx Road, Portland, OR, 97220 the following items:

| | | |
|---|---|---|
| Two flashers @ $137 | Total | $274.00 |
| 55.25 Sq. Ft. of Special Signs @ $6 | Total | $359.00 |
| 125 Sq. Ft. of Standard Signs @ $4.50 | Total | $562.50 |
| | Total | $1195.50 |

| | | |
|---|---|---|
| Total committment to Romero Cabrera Sign Construction: | | $15534.00 |
| Deduct purchase from Gaynetco Inc. | | -1195.50 |
| | Total | $14338.50 |

**DBE**

Contract Requirement of 6%
Total subcontracted 12.55% ($14338.50) Romero/Cabrera Sign Construction

**WBE**

Contract Requirement of 1% Gaynetco Inc.
Total achieved 1.05% ($1195.50)

As per contract goals; Interstate Contracting Inc. has complied with the minority requirements for this project.

Sincerely,

Steven D. Brown
Interstate Contracting Inc.
President

RECEIVED
JUL 1 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,087 11

August 23, 1985

CON 5

#10,087

A & R Construction, Inc. dba
Laco Construction Co.
2401 First Avenue North
P. O. Box 881
Lewiston, ID 83501

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,087 for work on the Wildhorse Creek (Gentry) Bridge Section of FAS B583 (Weston Road) in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Safeco Insurance Company of America
P. O. Box 2726 T.A.
Spokane, WA 99220

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Tom Penner

**A & R CONSTRUCTION, INC.** (208) 746-3394

2041 FIRST AVENUE NORTH P. O. BOX 881 LEWISTON, IDAHO 83501

August 2, 1985
Letter No. 20-85-2

State of Oregon
121 Transportation Building
Salem, OR 97310

Attn: Commission Services
Re: Wildhorse Creek (Gentrya) Bridge

Dear Gentlemen or Ladies:

Our WBE subcontractor on the above named project , Reddy, Inc. of Hermiston, Oregon has informed us they have been awarded a large project recently and will not be able to fullfill our contract.

We are proposing to replace Reddy, Inc. with the WBE owned company Barricade Sign and Safety. Their address is: NW 218 Sunrise Drive
Pullman, WA 99163

They will subcontract the following items:

| | |
|---|---|
| Item No. 17 Type I Fence 300 LF @ $2.75 - | $ 825.00 |
| Type 16' x 48" Single Gate 1 Each x $450.00 - | $ 450.00 |
| Type 20' x 48" Double Gate 1 Each x $500.00 - | $ 500.00 |
| Total = 1.44% | $1,775.00 |

If you have any questions or comments please contact me at your earliest convenience. Thank you.

Very truly yours,
A & R CONSTRUCTION, INC.

Dirk Connerley,
Vice President

RECEIVED
AUG 5 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

DC:jl
cc

**A & R CONSTRUCTION, INC.** (208) 746-3394

2041 FIRST AVENUE NORTH P. O. BOX 881 LEWISTON, IDAHO 83501

July 18, 1985
Letter No. 20-85-1

State of Oregon
121 Transportation Building
Salem, OR 97310

Attn: Commission Services
Re: Wildhorse Cr. (Gentry) Bridge

Dear Gentlemen or Ladies:

As requested we are providing the following DBE and WBE information in regards to the Wildhorse Cr. (Gentry) Bridge Project which bid 6/27/85. The goals on this project are 6% DBE and 1% WBE. Our bid price was $123,030.25.

Subcontractor:

MB Construction, Inc.(DBE)
P.O. Box 1411
Lewiston, ID 83501
(208) 746-4370

| | | |
|---|---|---|
| Item No. 30 Metal Rail with Tubing | 88 LF x $50.00/LF = | $4,400.00 |
| Item No. 12 Guard Rail, Type 2A | 88 LF x $14.00/LF = | $1,232.00 |
| Item No. 13 Guard Rail, Type 3 | 100 LF x $27.00/LF = | $2,700.00 |
| Item No. 14 Guard Rail Anchors Type 1 | 2 x $400.00/ea = | $ 800.00 |
| Item No. 15 Rail End Pieces, Type B | 2 x $ 50.00/ea = | $ 100.00 |
| Item No. 16 Rail End Pieces, Type C | 2 x $100.00/ea = | $ 200.00 |
| | 7.6% TOTAL | $9,432.00 |

Reddy, Inc. (WBE)
820 SE 5th St.
Hermiston, OR
503-567-3380

| | |
|---|---|
| Item No. 17 Type 1 Fence | 300 LF x 2.50 = $ 750.00 |
| Item No. 18 16' x 48" Single Gate | 1 Each x 450.00 = $ 450.00 |
| Item No.19 20 x 48" Double Gate | 1 Each x 500.00 = $ 500.00 |
| | 1.3% TOTAL = $1,700.00 |

Very truly yours,
A & R CONSTRUCTION, INC.,
dba Laco Construction Co.

Alvin Connerley

Alvin Connerley,
President

AC:jl

RECEIVED
JUL [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

STATE OF OREGON INTEROFFICE MEMO

TO: E. S. Hunter
Acting State Highway Engineer

DATE: August 8, 1985

FROM: Jack Sollie
Assistant Attorney General

SUBJECT: Contract 10087

Attached is a memo setting forth the problems with the low bidder on this contract and the fact that they were not able to enter into a contract.

Mr. Steven D. Brown, who is the primary owner in the company, has indicated that he will pay the amount of $8,765.25 and wishes to be billed directly and not have anything sent to his bonding company.

Would you please forward this material through the proper channels so when everything is settled on the contact with the second low bidder, Mr. Brown can be billed. When you receive the money you can release his bid bond.

JS:bk

cc: R. W. Gormsen

RECEIVED
STATE HWY ENGR
AUG - 9 '85
REFER TO
Cotter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | X |  |

ESH 8-12-85
cm

125-1387

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 22 1985
LEGAL

In Reply Refer to
File No.:
CON

DATE: July 19, 1985

TO: Oregon Transportation Commission

NOTED
JACK L. SOLLIS

H S Coulter

FROM: H. S. Coulter, P.E.
State Highway Engineer

As a result of our June 27, 1985 bid opening, I recommended to ~~you that~~ Interstate Contracting Inc. be awarded contract number 10087 for construction of the Wildhorse Creek (Gentry) Bridge on FAS B583 (Weston Road), Umatilla County.

Since then Interstate Contracting has declared that they are unable to execute the contract. The three low bidders on the project are as follows:

| | | |
|---|---|---|
| 1. | Interstate Contracting Inc. | $114,265.00 |
| 2. | A & R Construction | $123,030.25 |
| 3. | Douglas S. Coats | $131,399.00 |
| | Engineer's Estimate for the project was | $132,188.00 |

Interstate Contracting Inc. has submitted a bid bond of ten percent of the total bid which will allow us to recover the costs of going to the second low bidder, which is $8,765.25. Your concurrence in the award to A & R Construction dba Laco Construction Company is requested.

I shall call the Chairman after you have had time to study this information.

cc: E. S. Hunter
R. N. Bothman
G. A. Potter
Jack Sollis
W. J. Hart
R. W. Gormsen
R. D. Hector
Roger Lang

STEVEN D. BROWN
81260 LOST CREEK
RD
DEXTER, OR. 97431

m 734-3122

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

August 1, 1985

A & R Construction, Inc.
2041 First Avenue North
P.O. Box 881
Lewiston, ID 83501

Attn: Mr. Alvin Connerly, President

Re: Wildhorse Creek (Gentry) Bridge
FAS-B583, Weston Road
Umatilla County

This will acknowledge receipt of your July 29, 1985 letter returning the signed contract for this project, and requesting written confirmation of the change for the date when the project must be completed to provide two-way traffic across the new bridge.

As indicated during our previous discussions, we will extend the opening time for two-way traffic over the new bridge from August 31, 1985 until September 30, 1985. The liquidated damage clause will be adjusted accordingly. All other work on the project must be completed before the lapse of 90 calendar days. The calendar day count on this contract will begin August 7, 1985 as you state in your letter.

This time extension will be accomplished by a Price Agreement initiated by our Project Manager immediately upon award of the contract. The Price Agreement will provide an opportunity for the surety company approval.

If you have any further questions, or need any more information, please call.

Very truly yours,

for
**R. N. BOTHMAN**
Gary A. Potter, Manager
Program Section

DLT:me
Attachment
bc: ✓R. N. Bothman, w/attachment
W. E. Schwartz
E. S. Hunter
R. D. Hector
C. O. Fredrickson
Bob Gormsen
Gary Potter
Walt Hart

RECEIVED
STATE HWY ENGR
AUG -5 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

**A & R CONSTRUCTION, INC.** (208) 746-3394

2041 FIRST AVENUE NORTH P. O. BOX 881 LEWISTON, IDAHO 83501

July 29, 1985

Oregon Transportation Commission
Dept. of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

Attn: Don Trout

Re: Wildhorse Creek (Gentry) Bridge

Dear Mr. Trout:

Enclosed please find the signed contracts for the Wildhorse Creek (Gentry) Bridge Section of FAS B583 (Weston Road) in Umatilla County.

As we discussed in our conversation today we signed these contracts with the understanding that all work necessary to open the project to two-way traffic shall be completed not later than September 30, 1985. All work to be done under the contract shall be completed before the elapse of 90 calendar days. The calendar day count on this contract will begin August 7, 1985.

We would appreciate a written confirmation of this change in the contract immediately. Thank you.

Very truly yours,
A & R CONSTRUCTION, INC.,
dba Laco Construction Co.

Alvin Connerly
Alvin Connerly,
**President**

AC:jl
cc
Enclosures

**We are an equal opportunity employer.**

STATE OF OREGON

# INTEROFFICE MEMO

CON 5
#10,087

TO: File

DATE: July 15, 1985

FROM: Robert W. Gormsen
Commission Services

SUBJECT: Wildhorse Creek (Gentry) Bridge Section Contract No. 10,087

The June 27th bid opening received a number of bids for the above project.

The apparent low bidder was Interstate Contracting, Inc. of Pleasant Hill, Oregon.

The contract was prepared and sent to Interstate for signing.

Today, Mr. Steven Brown of Interstate came to this office and said that he could not sign the contract due to financial problems with his company. He was prepared to forfeit the bid bond.

I took him to Mr. Sollis, who explained that we could go to the second low bidder, which was A & R Construction Inc. dba Laco Construction Company of Lewiston, Idaho.

NOTED
E. S. HUNTER

I took Mr. Brown to Gary Potter's office and explained the situation. Mr. Potter has no problem in going to the second bidder.

I returned to the office and phoned the second contractor who agreed to sign the contract. Gary Potter's office is preparing the contract and steps will be taken to award to the second low bidder.

I informed Laco Construction of the DBE/WBE time schedule, and they understood and agreed to have it in our hands before 5 p.m., Monday, July 22nd.

RECEIVED
STAT HWY ENGR
JUL 18 '85
REFER TO
FOR

| Info | [illegible] | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

RWG:kjm
cc: H. S. Coulter
Jack Sollis
Gary Potter
George Bell
✓E. S. Hunter
C. O. Fredrickson
Jan Peterson
Walt Hart
Bruce Walton
John Marks

81-125-1387

10,087

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6314

FILE: CON 5

TO: Gary Potter
Manager, Program Section

DATE: July 10, 1985

FROM: Lorraine Ellis Lorraine Ellis
EEO, MBE & Labor Compliance Specialist

SUBJECT: Wildhorse Cr. (Gentry) Bridge
Contract No. 10,087
Contractor: Interstate Contracting, Inc.

The contractor has provided satisfactory documentation of Minority Business Enterprise (MBE) goals for this project.

KT:LE:mk

cc: H. S. Coulter✓
Tom Penner/attach.

EEL/FM1

NOTED
H.S. COULTER

81-125-1387

10,087

July 5, 1985

PRU

Daryl Harper
Director of Public Works
Umatilla County
3920 Westgate
Pendleton, OR 97801

Subject: Wildhorse Creek (Gentry) Bridge
Project No. BRS-B583(2)
Umatilla County

A&R Construction INC DBA, LACO Construction Co P.O. Box 881
LEWISTON ID 83501

Defaulted

On June 27, 1985 the State Highway Division received a satisfactory bid from Interstate Construction Corp., 6700 S.W. 105th, Suite 206, Beaverton, Oregon 97005 on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8231 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction costs as computed below:

| | | Inter State | A&R Const. |
|---|---|---|---|
| Contractor's Bid | | $114,265.00 | 123,030.25 |
| Anticipated Items | | 1,000.00 | 1,000.00 |
| SUBTOTAL | | $115,265.00 | 124,030.25 |
| Contingencies (4-1/2%) | | 5,186.93 | 5,581.36 |
| Engineering (9%) | | 10,373.85 | 11,162.72 |
| Total Construction Cost | | $130,825.78 | 140,774.33 |
| Estimated P.E. | | 15,000.00 | 15,000.00 |
| Less Free Bridge Design | | (5,000.00) | (5,000.00) |
| Less Federal Funds (80%) | | (112,660.62) | (120,619.46) |
| P.E. | (5,700.00) | | |
| Construction (65%) | (19,500.00) | (25,200.00) | (25,200.00) |
| County's Remaining Balance Due | | $ 2,965.16 | 4,954.87 |
| ADVANCE DEPOSIT ROUNDED | | $ 3,000.00 | 5,000.00 |

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $3,000 by July 19, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours

Gary A. Potter, Manager
Program Section

LCIP?
RECEIVED
-85
MKS

MKS:me pf
Attachments

bcc: w/AD #85-72 Roger Lang, Region 5
Vern Skoog - Please return completed AD #85-72 when advance deposit is received.

7-16-85

Wildhorse Cr - Gentry Br
FAS B583 Cont No 10087

Interstate Contracting Inc **Low Bidder**

Forfeting Bid Bond
Can't do work

Will go to second low. 5:00 July 22

Schulty - call Roger & advise, get Co. approval — WE DON'T NEED their App

CALLED 7-16-85 HE WILL Notify Co.

Will collect difference from bid bond - who shares this ?

| | |
|---|---|
| ~~Interstate Contracting Inc.~~ | ~~114,265.00~~ ✓ |
| A & R Const. | 123,030.25 ✓ |
| Douglas S Coats | 131, 399.00 |

8765.25 FROM BOND

Engr Est 132,188

TALKED to Bob [illegible] he SAID THE [illegible] CONTRACT will BE CANCELLED BECAUSE it is within 30 Day Period and AWARDED TO A&R Const. WE will Now Get 8765.25 credit to project !!

10,057

June 14, 1985

PRO

Daryl Harper
Director of Public Works
Umatilla County
3920 Westgate
Pendleton, OR 97801

Subject: Wildhorse Creek (Gentry) Bridge
Project No. BRS-B583(2)
Umatilla County

On June 27, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8231 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

| | |
|---|---|
| Estimated Construction Cost | $149,900.00 |
| Less Federal Funds (80%) | 119,900.00 |
| County's Share (20%) | $ 30,000.00 |
| 65% of County's Share & Advance Deposit | $ 19,500.00 |

We will award the contract when we receive your advance deposit in the amount of $19,500 and the Transportation Commission approval is received. You may use one of the three options for payment described in the attachments.

Very truly yours,

LGIP
Received
6-28-85
MKS

Gary A. Potter, Manager
Program Section

MKS:me
Attachment
bcc: w/AD #85-65 Roger Lang, Region 5
Vern Skoog - Please return completed AD #85-65 when advance deposit is received.

[illegible] jc

[illegible]

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINIS[illegible]ATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B583(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50054

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 12, 1985

8. FEDERAL ROUTE NUMBER Secondary B583

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Wild Horse Creek (Gentry) BR #59C408675-00465

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-10-85, I concur that it is in the public interest to advertise the subject project for a two week period. Also, as requested in Mr. Potter's letter of 6-10-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $132,000, Federal Funds $105,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-13-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/14/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,087 6-[illegible]-85

Section Wildhorse Cr. (Gentry) Bridge Programming Estimate $ 140,000.00
Highway FAS B583 (Weston Rd) Project Length 0.08 miles
County Umatilla Completion Time 90 Calendar days
Kind of Work Grading, Paving & Structure Est. Comp. Date 10-20-85
Prefix 530-1998 Letting Date June 27, 1985 Project No. BRS-B583 (2)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Rev. 6-~~6~~ 7-86

Estimated Contract Amount . . . . $ 131,609.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Roadside Seeding, ~~&~~ Mulching & Fertilizing | 500.00 | $ 500.00 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees ($0.80 x ____ hrs.) | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| "OPTICOM" Testing | | |
| Bikeway Signs | | |
| Bikeway Striping & Legend | | |

Adjust Utilities:

Subtotal $ 132,109.00

Contingencies (4-1/2%) . . . . 5944.91

Engineering (8, [✓ 9], 10%) . . . . 11,889.81

Subtotal $

Credit for ______ . . . . ______

Estimated Net Authorization, Construction . . . . $ 149,943.72

APPROVED

Received 3:55 PM
6-10-85
[illegible]

Road Design Engineer

Rev. 11/81

# SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Rev. 6-~~6~~7-85

| | | | |
|---|---|---|---|
| SECTION<br>Wildhorse Cr. (Gentry) Bridge | | COUNTY<br>Umatilla | SHEET 1 OF 2 |
| KIND OF WORK<br>Grading, Paving & Structure | KEY NUMBER | LENGTH 0.08 Miles<br>DATE 6-4-85 | NAME<br>Vincent |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | | | | | | |
| X | Mobilization | | Lump Sum | All | — | 15,000$^{00}$ |
| X | Temporary Protection and Direction of Traffic | | Lump Sum | All | — | 2000$^{00}$ |
| X | Temporary Signs | | Sq. Ft. | 283 | 8$^{00}$ | 2264$^{00}$ |
| | Temporary Barricades | | Each | 8 | 70$^{00}$ | 560$^{00}$ |
| | Temporary Concrete Barriers | | Lin. Ft. | 75 | 16$^{00}$ | 1200$^{00}$ |
| X | Flaggers | | Hour | 40 | 17$^{00}$ | 680$^{00}$ |
| | ROADWORK | | | | | |
| | Removal of Structures and Obstructions | | Lump Sum | All | — | 500$^{00}$ |
| | General Excavation | | Cu. Yd. | 215 | 10$^{00}$ | 2150$^{00}$ |
| | 1"-0 Aggregate Base | | Ton | 950 | 13$^{00}$ | 12,350$^{00}$ |
| | Class "B" or Class "C" Asphalt Concrete | | Ton | 285 | 50$^{00}$ | 14,250$^{00}$ |
| | 12-inch Culvert Pipe | | Lin. Ft. | 40 | 25$^{00}$ | 1000$^{00}$ |
| | Guard Rail, Type 2A | | Lin. Ft. | 88 | 20$^{00}$ | 1760$^{00}$ |
| | Guard Rail, Type 3 | | Lin. Ft. | 100 | 30$^{00}$ | 3000$^{00}$ |
| | Guard Rail Anchors, Type 1 | | Each | 2 | 350$^{00}$ | 700$^{00}$ |
| | | | | | | |
| | Rail End Pieces, Type B | | Each | 2 | 70$^{00}$ | 140$^{00}$ |
| | Rail End Pieces, Type C | | Each | 2 | 100$^{00}$ | 200$^{00}$ |
| X | Type 1 Fence | | Lin. Ft. | 300 | 5$^{00}$ | 1500$^{00}$ |
| | 16'x 48" Single Gate | | Each | 1 | 300$^{00}$ | 300$^{00}$ |
| | 20'x 48" Double Gate | | Each | 1 | 400$^{00}$ | 400$^{00}$ |
| | | | | | | |

# SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Rev. 6-~~6~~7-85

| | | | | |
|---|---|---|---|---|
| SECTION<br>Wildhorse Cr. (Gentry) Bridge | | COUNTY<br>Umatilla | | SHEET 2 OF 2 |
| KIND OF WORK<br>Grading, Paving & Structure | KEY NUMBER | LENGTH<br>0.08 Miles | DATE<br>6-4-85 | NAME<br>Vincent |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | | | | | | |
| | Extra for Asphalt Approaches | | Each | 4 | 175$^{00}$ | 700$^{00}$ |
| | Loose Riprap, Class 700 | | Cu. Yd. | 50 | 25$^{00}$ | 1250$^{00}$ |
| | Filter Blanket | | Cu. Yd. | 15 | 20$^{00}$ | 300$^{00}$ |
| | | | | | | |
| | STRUCTURES | | | | | |
| | Bridge No. 10708A | | | | | |
| | | | | | | |
| | Bridge Removal Work | | Lump Sum | All | — | 3100$^{00}$ |
| X | Shoring, Cribbing, Etc. | | Lump Sum | All | — | 10,000$^{00}$ |
| | Structure Excavation | | Cu. Yd. | 333 | 11$^{00}$ | 3663$^{00}$ |
| | Special Wall Backfill | | Cu. Yd. | 118 | 13$^{00}$ | 1534$^{00}$ |
| | Structural Concrete, Class 3300 | | Lump Sum | All | — | 20,500$^{00}$ |
| | Reinforcement | | Lump Sum | All | — | 3600$^{00}$ |
| | 4' x 35'/40' Prestressed Slabs | | Each | 7 | 3150$^{00}$ | 22,050$^{00}$ |
| | Metal Rail with Tubing | | Lin. Ft. | 88 | 41$^{00}$ | 3608$^{00}$ |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| X | | | | | | \$131,609$^{00}$ |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

734-1736 (REV. 2-84)

7

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 6, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY**
**GARY A. POTTER**

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. BRS-B583(2)
Wild Horse Creek (Gentry) Bridge Section
County Road
Umatilla County

Attached data consists of PR-1 forms with project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 27, 1985.

DRH:bkb
Attachment
cc: R.D. Hector, Region 5
Michael Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. June 6, 1985

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2

REPORT NUMBER (19) (20)

PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 3 mi. S. of Weston 65

ADT PRESENT 10 DHV 90

FUTURE ---- (66) (70)

YEAR ---- (71) (72)

REGION 10

STATE NAME Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Structure (1) 62

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER

PREFIX LETTER(S) 14 BRS- 28

NUMBER 7 B583

CARD

CLASS OF FEDERAL FUNDS Bridge Replacement (65% on-system)

NAME OF URBAN AREA 17-31 ----

COUNTY NAME Umatilla

ROUTE NO. S

FEDERAL-AID B583 UC (32)

STATE Co. Rd. (36) (37)

U.S. --

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS County |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (75) | | |
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) X080 | (09) | "Wild Horse Creek (Gentry) Br. Sec." | 0.007 | 150,000 | 120,000 | | 30,000 |

CARD 1

CODE 1

PREPARED BY DRH

PROJECT TOTALS 0.007 150,000 120,000 30,000

1 14 PROGRAM APPROVAL DATES 10-1-84

(16) (23) (24) (33)

REMARKS

Additional Data: Item No. 550

No. BRS-B583

Key #02570

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

June 6, 1985

## FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| Co. Rd., 3 mi. S. of Weston | | 10 DHV<br>90 | ---- | ---- | 10 | Oregon | 41 | 118 | 50054 |

| OPOSED WORK (35 typewriter | NATL. FOREST | FA ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ture (1) | | | | | | | | BRS- | B583 | (2) | | |

FUNDS: Bridge Replacement (65% on-system)

COUNTY NAME: Umatilla  CODE: 059

EA: ----

ROUTE NO.: S  FEDERAL-AID: B583 UC  STATE: Co. Rd.  U.S.: ----

PROGRAM STAGE ☐ 1 OR ☐ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS County | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| **PE** | | | | | | | | |
| **ROW** | | | | | | | | |
| **CONST** (CODE)<br>X080 | (09) | "Wild Horse Creek (Gentry) Br. Sec." | 0.007 | 150,000 | 120,000 | | 30,000 | |
| ED BY DRH | | PROJECT TOTALS | 0.007 | 150,000 | 120,000 | | 30,000 | |

M APPROVAL DATES: 10-1-84

REMARKS

Additional Data: Item No. 55054; Project No. BRS-B583(1).

Key #02570

-over

## Wild Horse Creek (Gentry) Bridge Section

Remarks Continued:

Project Data: Work under this project consists of: 1) construct one reinforce concrete slab span bridge (No. 10708A) 37 ft. in length with 27 ft. 5 in. roadway width; 2) construct approaches requiring grade drain and H-T pave to provide two 12 ft. travel lanes with 2 ft. paved shoulders; 3) adjust utilities as required; and 4) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County agreement No. 8231 complying with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 9-2-84.

Note: 1) This project is in Congressional District No. 2.
2) Included in the approved bridge replacement inventory (Br. No. 59C408) list with sufficiency rating of 31.6.

10,087 Potter 6-5-85

INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | Title Sheet |
| 2 | Typical Sections, Details, & Summary |
| 2A | Pipe Data |
| 3 | Plan & Profile |
| | |
| | |
| | |

REGISTERED PROFESSIONAL ENGINEER 6482
OREGON
JULY 11, 1969
RICHARD A. KUEHN

Temp Protection & Direction of Traffic To Be Written

STATE OF

DEPARTMENT OF T

STATE HIGHWAY

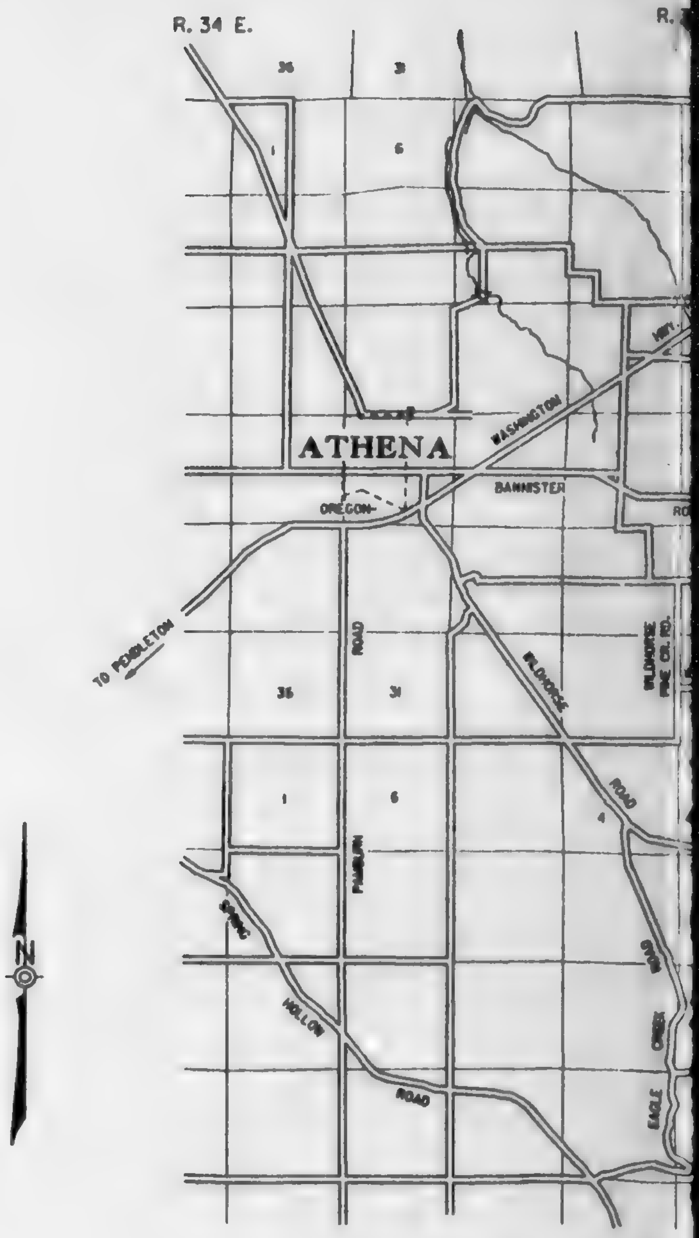
PLANS FOR PROPOS

# WILDHORSE CR. ( GEN

## FAS B583 ( WE

## UMATILLA C

APPROVED June 5 1985
BOARD OF COMMISSIONERS OF Umatilla COUNTY
BY William L. Hansell COMMISSIONER
Glenn Youngman COMMISSIONER
Joanne Hughes COMMISSIONER


R. 34 E.
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HOLLOW
ROAD
CREEK
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Sketch Ma

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1

| WILDHORSE CR. ( GENTRY ) BRIDGE SEC.<br>FAS B583 ( WESTON RD.)<br>UMATILLA COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

HBR-C

OF OREGON

F TRANSPORTATION

HWAY DIVISION

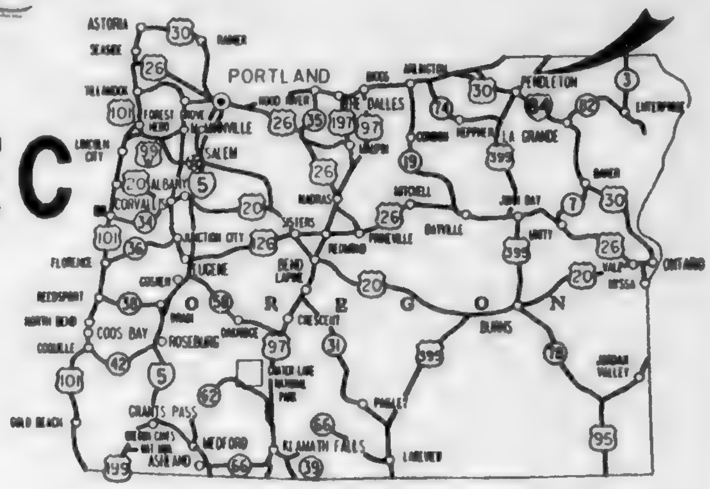
PROPOSED PROJECT

PRELIMINARY COPY
MAY 17 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

# GENTRY ) BRIDGE SEC.

## ( WESTON RD. )

## LLA COUNTY


ASTORIA
SEASIDE
TILLAMOOK
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
PENDLETON
ENTERPRISE
LA GRANDE
SALEM
ALBANY
CORVALLIS
LINCOLN CITY
NEWPORT
MADRAS
PRINEVILLE
JOHN DAY
BAKER
ONTARIO
EUGENE
FLORENCE
REEDSPORT
COOS BAY
COQUILLE
ROSEBURG
BEND
BURNS
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
LAKEVIEW
GOLD BEACH
JORDAN VALLEY
OREGON
30
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101
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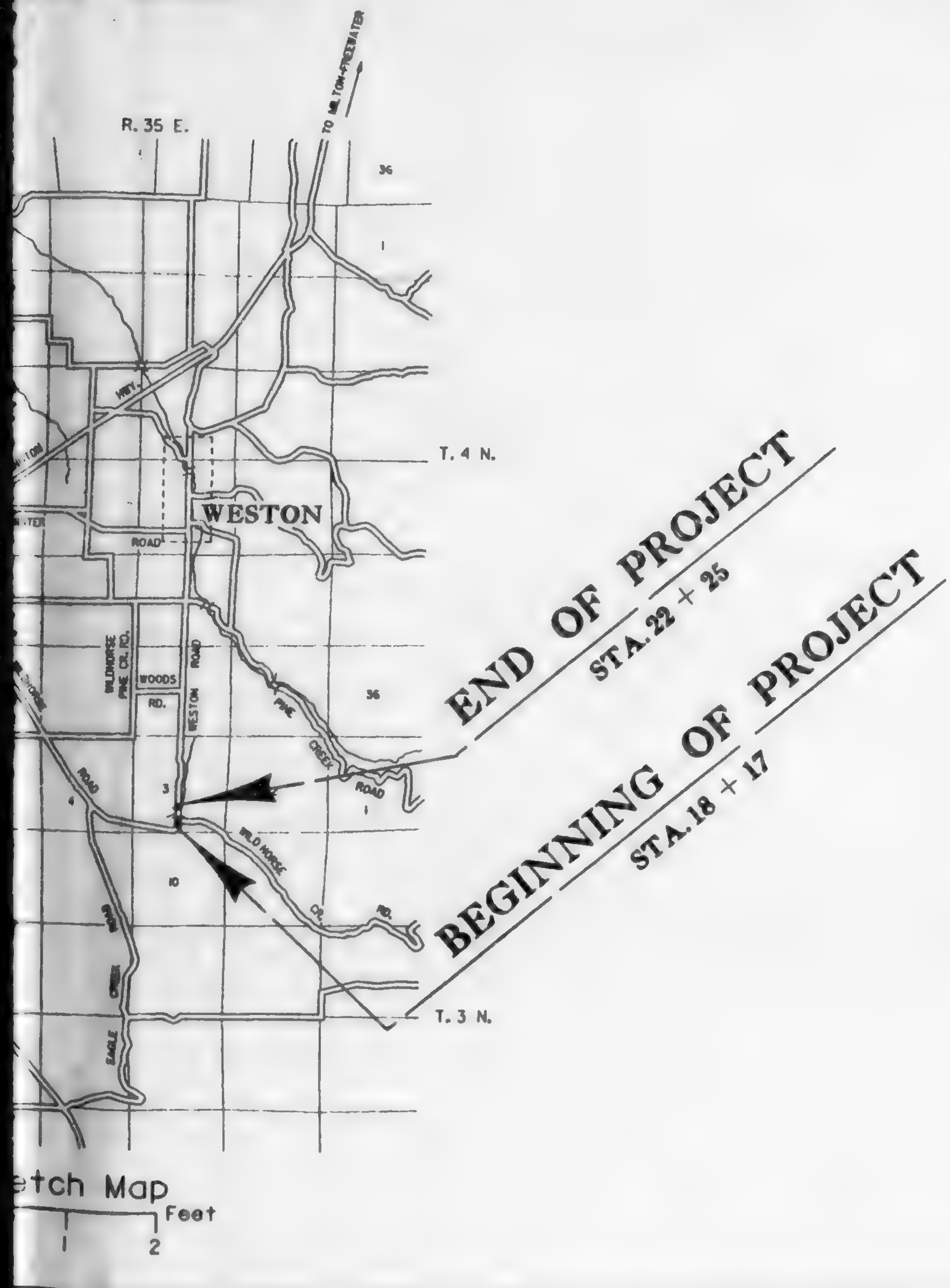
97
84
395
20
126
97
199
95


R. 35 E.
TO MILTON-FREEWATER
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ROAD
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WOODS RD.
WESTON ROAD
PINE CREEK ROAD
36
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WILD HORSE CR. RD.
PINE CREEK
EAGLE
ROAD
T. 3 N.
etch Map
Feet
1
2

END OF PROJECT
STA. 22 + 25

BEGINNING OF PROJECT
STA. 18 + 17

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Peter J. Brix | VICE CHAIRMAN |
| Robert F. Dwyer | COMMISSIONER |
| N. B. Giustina | COMMISSIONER |
| Samuel T. Naito | COMMISSIONER |
| Fred D. Miller | DIRECTOR OF TRANSPORTATION |

4475 OCT. 30, 1959 H. S. COULTER

4552 MAY 13, 1960 EDGAR S. HUNTER

| | |
|---|---|
| H. S. Coulter | E. S. Hunter |
| STATE HIGHWAY ENGINEER | ASSISTANT STATE HIGHWAY ENGINEER |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

10,847

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

6-5-85

Highway # 530

County Umatilla

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-8583(1) Prefix 530-1998

Project Name Wild Horse Cr. (Gentry) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 24 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 5th day of June, 19~~86~~ 85

County of Umatilla

William S Hansell
County Judge/Chairman

Glenn Young
Commissioner

Jeanne Hughes
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 6-14-85

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

10,087

6-5-85

Section Wildhorse Cr. (Gentry) Bridge Programming Estimate $ 140,000.00
Highway FAS B583 (Weston Rd) Project Length 0.08 miles
County Umatilla Completion Time 90 Calendar days
Kind of Work Grading, Paving & Structure Est. Comp. Date 10-20-85
Prefix 530-1998 Letting Date June 27, 1985 Project No. BRS-B583 (2)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 113,576.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Roadside Seeding, ~~&~~ Mulching & Fertilizing | 500.00 | $ 500.00 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees ($0.80 x ____ hrs.) | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| "OPTICOM" Testing | | |
| Bikeway Signs | | |
| Bikeway Striping & Legend | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| Adjust Utilities: | | |
| | | |
| | | |

Subtotal $ 114,076.00

Contingencies (4-1/2%) . . . . . 5,133.42

Engineering (8, [✓ 9], 10%) . . . . . 10,266.84

Subtotal $

Credit for ____________ . . . . . . ____________

Estimated Net Authorization, Construction . . . . . $ 129,476.26

APPROVED

6/5/85
1:38

Road Design Engineer

Rev. 11/81

# SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

| | | | | | |
|---|---|---|---|---|---|
| SECTION<br>Wildhorse Cr. (Gentry) Bridge | | COUNTY<br>Umatilla | | SHEET<br>1 | OF<br>2 |
| KIND OF WORK<br>Grading, Paving & Structure | KEY NUMBER | LENGTH<br>0.08 Miles | DATE<br>6-4-85 | NAME<br>Vincent | |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | | | | | | |
| | Mobilization | | Lump Sum | All | — | 9000.00 |
| | Temporary Protection and Direction of Traffic | | Lump Sum | All | — | 1500.00 |
| | Temporary Signs | | Sq. Ft. | 167 | 8.00 | 1336.00 |
| | Temporary Barricades | | Each | 8 | 70.00 | 560.00 |
| | Temporary Concrete Barriers | | Lin. Ft. | 75 | 16.00 | 1200.00 |
| | ROADWORK | | | | | |
| | Removal of Structures and Obstructions | | Lump Sum | All | — | 500.00 |
| | General Excavation | | Cu. Yd. | 215 | 10.00 | 2150.00 |
| | | | | | | |
| | 1"-0 Aggregate Base | | Ton | 950 | 13.00 | 12,350.00 |
| | Class "B" or Class "C" Asphalt Concrete | | Ton | 285 | 50.00 | 14,250.00 |
| | 12-inch Culvert Pipe | | Lin. Ft. | 40 | 25.00 | 1000.00 |
| | Guard Rail, Type 2A | | Lin. Ft. | 88 | 20.00 | 1760.00 |
| | Guard Rail, Type 3 | | Lin. Ft. | 100 | 30.00 | 3000.00 |
| | Guard Rail Anchors, Type 1 | | Each | 2 | 350.00 | 700.00 |
| | | | | | | |
| | Rail End Pieces, Type B | | Each | 2 | 70.00 | 140.00 |
| | Rail End Pieces, Type C | | Each | 2 | 100.00 | 200.00 |
| | Type 1 Fence | | Lin. Ft. | 385 | 5.00 | 1925.00 |
| | 16' x 48" Single Gate | | Each | 1 | 300.00 | 300.00 |
| | 20' x 48" Double Gate | | Each | 1 | 400.00 | 400.00 |
| | | | | | | |

734-1736 (REV. 2-84)

# SUMMARY--BID SCHEDULE--COST ESTIMATE

**OREGON STATE HIGHWAY DIVISION**

| | | | | |
|---|---|---|---|---|
| SECTION<br>Wildhorse Cr. (Gentry) Bridge | | COUNTY<br>Umatilla | | SHEET 2 OF 2 |
| KIND OF WORK<br>Grading, Paving & Structure | KEY NUMBER | LENGTH<br>0.08 Miles | DATE<br>6-4-85 | NAME<br>Vincent |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | Extra for Asphalt Approaches | | Each | 4 | 175.00 | 700.00 |
| | Loose Riprap, Class 700 | | Cu. Yd. | 50 | 25.00 | 1250.00 |
| | Filter Blanket | | Cu. Yd. | 15 | 20.00 | 300.00 |
| | STRUCTURES | | | | | |
| | Bridge No. 10708A | | | | | |
| | Bridge Removal Work | | Lump Sum | All | — | 3100.00 |
| | Shoring, Cribbing, Etc. | | Lump Sum | All | — | 1000.00 |
| | Structure Excavation | | Cu. Yd. | 333 | 11.00 | 3663.00 |
| | Special Wall Backfill | | Cu. Yd. | 118 | 13.00 | 1534.00 |
| | Structural Concrete, Class 3300 | | Lump Sum | All | — | 20,500.00 |
| | Reinforcement | | Lump Sum | All | — | 3600.00 |
| | 4' x 35'/40' Prestressed Slabs | | Each | 7 | 3150.00 | 22,050.00 |
| | Metal Rail with Tubing | | Lin. Ft. | 88 | 41.00 | 3608.00 |
| | | | | | | $113,576.00 |

734-1736 (REV. 2-84)

10,087

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

REGION 5 OFFICE

In Reply Refer to
File No.

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

May 24, 1985

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
MAY 30 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Daryl Harper
Director of Public Works
Umatilla County
3920 Westgate
Pendleton, Oregon 97801

Dear Daryl:

Re: Wildhorse Creek (Gentry) Br. Sec.
FAS B583 (Weston Rd.)
HBR ON System Project

Enclosed are three (3) copies of Preliminary Plans dated May 17, 1985, concerning the roadwork aspect, and three copies of drawing no's. 40690 and 40472 which are Preliminary Plans for the proposed structure.

Our present estimate of cost for the project is as follows:

| | |
|---|---|
| Roadwork - - - - - - - - - - - | $41,000 |
| Structure- - - - - - - - - - | 52,000 |
| Engineering & Contingencies- | 19,000 |
| Total Estimate | $112,000 |

This is $28,000 below the reconnaissance estimate.

Please review the plans carefully and if acceptable, present them to the Board of Commissioners for signature. After the plans have been signed, return two (2) copies of each to me for further processing. Retain one copy for your records.

It is hoped you will be able to use these plans in obtaining a permit and/or concurrence from the Tribal Council of the Umatilla Indian Reservation.

We are attempting to move this project ahead rapidly so we can meet the stipulated time frame previously identified by the County. Your prompt attention will assist us in meeting the time frame.

Do not hesitate to call me or Tom Penner, telephone number 276-0954, if you have any questions.

Roger C. Lang
Roger C. Lang
Region 5 Federal Aid Specialist

RCL/lm
Enc.

cc: Gary Potter ✓ Oliver Parent
Mike Shultz ✓ Tom Penner w/

734-1839

10,027

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: April 24, 1985

Ilene Poindexter

FROM: Ilene Poindexter
Hydraulic Specialist

SUBJECT: Wildhorse Creek (Gentry) Bridge
Wildhorse-Weston Rd., FAS B583
Umatilla County

The proposed structure will replace an existing 30-foot long steel-timber composite structure.

## HYDROLOGY

Wildhorse Creek is an east-west tributary of the Umatilla River and drains approximately 14 square miles above the proposed bridge site. Wildhorse Creek Gage No. 14020900 near Athena, Oregon, is located about 1 mile downstream from the project site. The recurrence interval vs. peak discharge relationship for the gaged area was determined from a statistical analysis of this gage data using a Log-Pearson Type III distribution. Twelve years of stream flow records from 1966 through 1977 were available. Listed below are the results adjusted to reflect the drainage area at the bridge site:

| Recurrence Interval | Peak Discharge |
|---|---|
| 100-year | 3420 cfs |
| 50-year | 2550 cfs |
| 25-year | 1840 cfs |
| 10-year | 1090 cfs |
| 5-year | 670 cfs |

According to Tom Penner's office in Pendleton, a high water elevation of 995.33 feet was recorded in 1964. This high water mark was obtained from Mr. James E. Gentry, a local resident. The highwater is estimated to represent the 100-year flood with a peak discharge of 3420 cfs. There is no past history of flooding at this structure.

## HYDRAULIC DESIGN

The 25-year flood of 1840 cfs was used as the design flood. Two replacement waterways were investigated: Alternate "A" with vertical abutments (Figure 1) and Alternate "B" with 1-½:1 end slopes (Figure 2). Figure 3 shows the existing waterway. The following is a summary of the existing and proposed conditions.

| | Discharge (cfs) | Waterway Opening (Ft.) | Waterway Area (Ft$^2$) | Design High-water (Ft.) | Up-stream Ele-vation (Ft.) | Back-water (Ft.) |
|---|---|---|---|---|---|---|
| **Existing** | | | | | | |
| 25-Yr. | 1840 | 30 | 137 | 993.0 | 993.1 | 0.1 |
| 100-Yr. | 3420 | 30 | 199 | 995.2 | 995.5 | 0.3 |
| **Alternate "A"** | | | | | | |
| 25-Yr. | 1840 | 35 | 145 | 993.0 | 993.0 | 0.0 |
| 100-Yr. | 3420 | 35 | 219 | 995.2 | 995.2 | 0.0 |
| **Alternate "B"** | | | | | | |
| 25-Yr. | 1840 | 35 | 140 | 993.0 | 993.1 | 0.1 |
| 100-Yr. | 3420 | 41 | 210 | 995.2 | 995.3 | 0.1 |

It is suggested that the minimum bottom of beam elevation be 997.0 for the proposed structure.

## RIPRAP

For Alternate "A" it is suggested that the wing walls be protected with a four foot blanket of Class 2000 loose riprap. A toe trench will not be required as the rock line is at approximately elevation 998.0 feet. A 15-inch thick filter blanket of 4"-0 to 6"-0 river run or pit run material will be required.

The toe of the vertical abutments will not need to be protected if the footings are founded at bedrock.

For Alternate "B" it is suggested that fresh fill slopes be protected with a four foot blanket of class 2000 loose riprap. The filter blanket described in Alternate "A" shall be used.

All fresh or disturbed slopes subject to high water, regardless of alternate chosen, shall be protected with a four foot blanket of class 2000 loose riprap.

IP:as

Attachment

cc: Bob Pool W/attach.
Walt Hart "
Rick Kuehn "
Bob Hector "
Glen Thommen "
Gary Potter "
Cam Gilmour "
Herb Schell, FHWA "

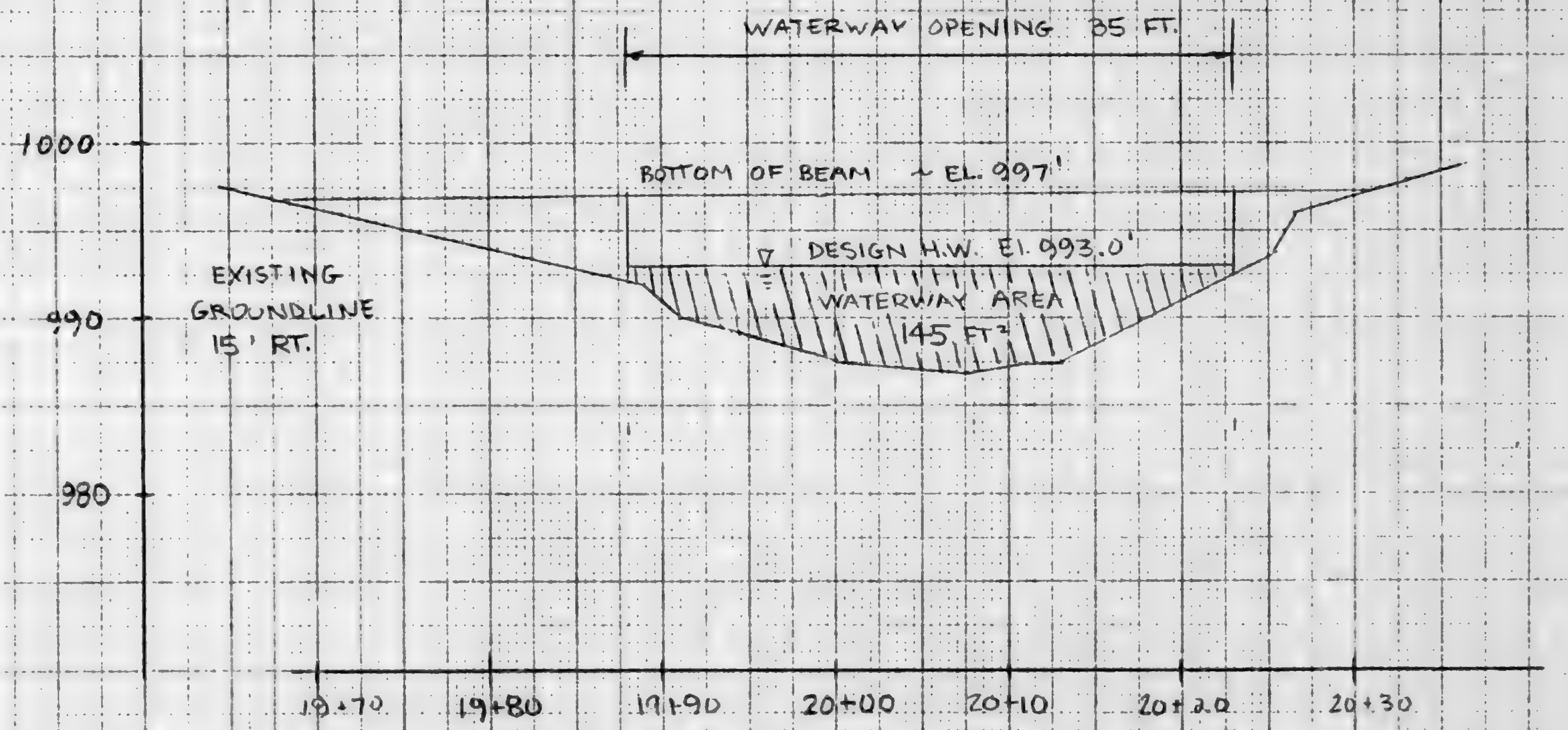
PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
APR 26 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

## FIGURE 1

## WILDHORSE CR. (GENTRY) BRIDGE

ALTERNATE "A"

(15 ft. UPSTREAM OF CENTERLINE)


WATERWAY OPENING 35 FT.
BOTTOM OF BEAM ~ EL. 997'
DESIGN H.W. El. 993.0'
WATERWAY AREA
145 FT²
EXISTING
GROUNDLINE
15' RT.
1000
990
980
19+70
19+80
19+90
20+00
20+10
20+20
20+30

JDP 1/23/85

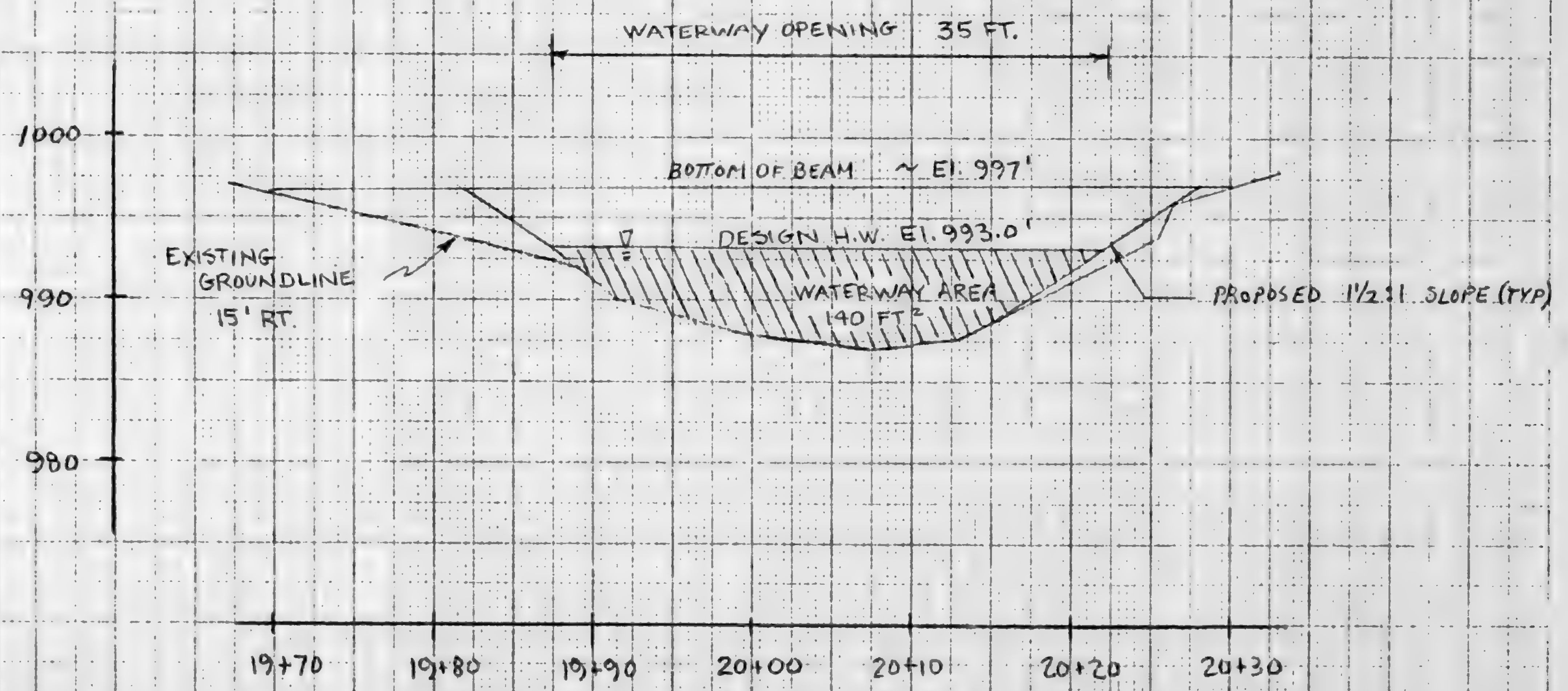
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
CLEARPRINT CHARTS

# FIGURE 2

WILDHORSE CR. (GENTRY) BRIDGE

ALTERNATE "B"

(15 ft. UPSTREAM OF CENTERLINE)

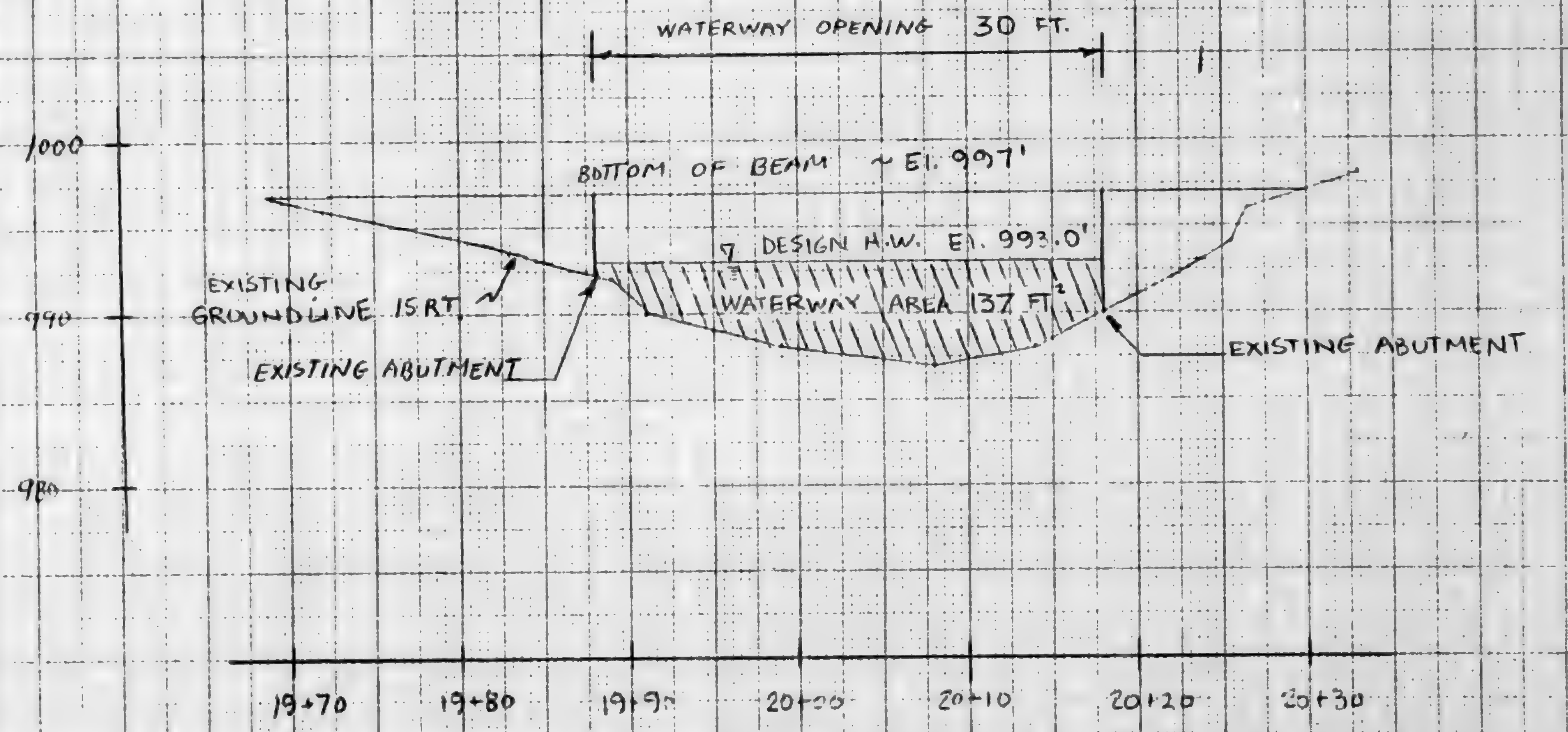

WATERWAY OPENING 35 FT.
BOTTOM OF BEAM ~ El. 997'
DESIGN H.W. El. 993.0'
WATERWAY AREA
140 FT²
EXISTING
GROUNDLINE
15' RT.
PROPOSED 1½:1 SLOPE (TYP)
1000
990
980
19+70
19+80
19+90
20+00
20+10
20+20
20+30

IDP 4/23/85

# FIGURE 3

## WILDHORSE CR. (GENTRY) BRIDGE

## EXISTING WATERWAY


WATERWAY OPENING 30 FT.
BOTTOM OF BEAM ~ El. 997'
DESIGN H.W. El. 993.0'
WATERWAY AREA 137 FT²
EXISTING GROUNDLINE 15 RT.
EXISTING ABUTMENT
EXISTING ABUTMENT
1000
990
980
19+70
19+80
19+90
20+00
20+10
20+20
20+30

IDP 4/23/85

# HYDRAULIC DATA

| | DESIGN FLOOD | BASE FLOOD | OVERTOPPING FLOOD | MAXIMUM FLOOD YEAR ( ) |
|---|---|---|---|---|
| Discharge cfs | 1840 | 3420 | 4440 | |
| Discharge m³/s | | | | |
| Frequency — yrs. | 25 | 100 | 200 | |
| H.W. Elevation ft. | 993.0 | 995.2 | 996.3 | |
| Natural Channel m. | | | | |
| Backwater Elevation ft. | 993.0 | 995.2 | | |
| Backwater Elevation m. | | | | |
| Average Velocity fps | 12.7 | 15.6 | | |
| Average Velocity mps | | | | |
| Headwater Elevation ft. | | | | |
| Headwater Elevation m. | | | | |
| Tailwater Elevation ft. | | | | |
| Tailwater Elevation m. | | | | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "A" Vertical abutments

## OREGON DEPT. OF TRANSPORTATION
### HYDRAULICS UNIT

WILDHORSE CREEK (GENTRY) BRIDGE

WILDHORSE-WESTON ROAD

UMATILLA COUNTY

COMPILED BY:
I. D. Poindexter

DATE:
April 24, 1985

# HYDRAULIC DATA

| | | DESIGN FLOOD | BASE FLOOD | OVERTOPPING FLOOD | MAXIMUM FLOOD YEAR(     ) |
|---|---|---|---|---|---|
| Discharge | cfs | 1840 | 3420 | 4440 | |
| | m³/s | | | | |
| Frequency – yrs. | | 25 | 100 | 200 | |
| H.W. Elevation Natural Channel | ft. | 993.0 | 995.2 | 996.3 | |
| | m. | | | | |
| Backwater Elevation | ft. | 993.1 | 995.3 | | |
| | m. | | | | |
| Average Velocity | fps | 13.2 | 15.6 | | |
| | mps | | | | |
| Headwater Elevation | ft. | | | | |
| | m. | | | | |
| Tailwater Elevation | ft. | | | | |
| | m. | | | | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "B" Spill through with 1½:1 end slopes

## OREGON DEPT. OF TRANSPORTATION
### HYDRAULICS UNIT

WILDHORSE CREEK (GENTRY) BRIDGE
WILDHORSE-WESTON ROAD
UMATILLA COUNTY

| COMPILED BY: | DATE: |
|---|---|
| I. D. Poindexter | April 24, 1985 |

10,687

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Wild Horse Cr. (Gentry) Br. #59C408
Highway: FAS B583
County: Umatilla
Prefix: 530-1998
Project Manager: Tom Penner

Date March 5, 1985
Ten Year Traffic Coefficient 6.0
18 kip EAL's per day 9
R Value 15
Frost Penetration 30.0"
CBE Total Requirement 18.0"

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 2.0" | A.C. Wearing Surface, Class "B" or "C" | 4.0" |
| 14.0" | Aggregate Base, (1"-0) | 14.0" |
| 16.0" | | 18.0" |

|  |  |  |  |  |
|---|---|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | = | 2.0" | Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | = | 2.0" | Aggregate Base |
| 1.0" | Cement Treated Base | = | 1.8" | Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | = | 1.8" | Aggregate Base |
| 1.0" | Oil Mat | = | 1.8" | Aggregate Base |
| 1.0" | Cement Treated Existing Roadway Material | = | 1.5" | Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | = | 1.0" | Aggregate Base |
| 1.0" | Aggregate Subbase | = | 0.8" | Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
• Program Section

**PROGRAM SECTION**
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 6 1985
REFER TO Schultz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,087

WILDHORSE CR. (GENTRY) BR.
COUNTY ROAD
PREFIX NO. 530-1998

UMATILLA COUNTY
THOMAS A. PENNER, PROJ MGR
FEBRUARY, 1985

## LOCATION NARRATIVE REPORT

This project is to replace an existing 30'x20.5' timber trestle structure on Wildhorse Creek in Umatilla County.

RIGHT OF WAY:

No right of way will be required for this project.

UTILITIES:

There are no utilities that will be in conflict with this project.

DETOUR:

Ray Thurman, Acting Director of Public Works for Umatilla County, informed this office that he has contacted all concerned (Postman, School Dist., Property Owners, etc.) regarding the closing of the County road on this project. He said the road could be closed provided all of the work was performed during June, July and August (school vacation). The contract time should coincide with these months.

ROADWORK:

It will be required to widen the existing roadbed at the structure and also at the guard rail flares. This work should be incidental and should be included in one or more of the other bid items.

The widened portions of the existing roadway are to have 12 inches of base rock added before the paving is done. The widened portion of the roadway is to be paved with four (4) inches of Class 'B' or 'C' A.C.

Due to the low volume and slow speed of traffic and the close proximity of the driveways it would be advisable to put only 25 feet of guard rail at each corner of the structure. The guard rail at the north ends of the structure will have to be on a 20 foot radius. A Type 1 Anchor and a Type C end piece are to be installed on each guard rail run.

The surfacing materials will be paid for as separate bid items.

Surfacing materials are available from local commercial sources.

STRUCTURE:

The recommended structure should be a 28 feet wide by 40 feet long pre-cast 21-inch slab span.

The abutment walls will be approximately 13 feet high.

The skew angle from centerline is 90 degrees.

The structure walls will be set on spread footings that are set in broken diced basalt as per the drill log (-9 to -12 feet).

The wingwalls should be 10 feet long.

Class 700 rip rap should be placed along the face of the abutment walls from the top of the footings to the existing creekbed level. The rip rap should also be placed along the wingwalls to prevent erosion behind them.

GENERAL:

There is no past history of flooding at this structure. There is no proposed quarry site set up for this project.

Respectfully submitted,

THOMAS A. PENNER
ACTING PROJ. MGR.

# SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

| | | | | |
|---|---|---|---|---|
| SECTION<br>Wild Horse Cr. (Gentry) Br. | | REFERENCE NAME/PHONE | COUNTY<br>Umatilla | SHEET<br>1 OF |
| KIND OF WORK<br>Bridge Replacement | KEY NUMBER | LENGTH<br>40' | DATE<br>2-85 | NAME |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| 1 | Mobilization | | | | | 7550.00<br>~~6837.00~~ |
| 2 | Temp. Prot. & Direction of Traffic | | Lump Sum | | | 2100.00<br>~~2051.00~~ |
| 3 | Temp. Signs | | Sq. Ft. | 58.0 | 8.00 | 464.00 |
| 4 | Temp. Concrete Barrier (reflectorized) | | Lin Ft. | 50.0 | 20.00<br>~~16.00~~ | 1000.00<br>~~800.00~~ |
| 5 | Aggregate Base 3/4"-0 | | Ton | 235<br>~~198.0~~ | 12.00 | 2820.00<br>~~2376.00~~ |
| 6 | Class 'B' or 'C' AC | | Ton | 97.0 | 40.00<br>~~32.00~~ | 3880.00<br>~~3104.00~~ |
| 7 | Guard Rail Type 3 | | Lin Ft. | 100.0 | 30.00 | 3,000.00 |
| 8 | Guard Rail Anchors Type I | | Ea. | 4.0 | 340.00 | 1,360.00 |
| 9 | Rail End Pieces Type C | | Ea. | 4.0 | 86.00 | 344.00 |
| 10 | Structure Removal | | Lump Sum | All | 3075.00 | 3075.00 |
| 11 | Structure Excavation | | Cu. Yd. | 216.00 | 11.00 | 2376.00 |
| 12 | Toe Trench Excavation | | Cu. Yd. | 27.0 | 10.00<br>~~6.00~~ | 270.00<br>~~162.00~~ |
| 13 | Rip Rap (Class 700) Loose | | Cu. Yd. | 78.0 | 25.00 | 1950.00 |
| 14 | Structure (Including Rail) | | Lump Sum | All | 48,160.00 | 48,160.00 |
| 15 | Type 1 Fence | | Lin Ft. | 120.0 | 4.00 | 480.00 |
| 16 | Type 1 Fence (Temporary) | | Lin Ft. | 180.0 | 4.00 | 720.00 |
| | | | | | | |
| | | | | | | 79,549.00<br>~~77,259.00~~ |
| | | | | | | |
| | Contingencies @ $4^{5}$% } E&C 15% | | | | | 11,935.00<br>~~3480.00~~ |
| | Engineering @ 10% | | | | | ~~7725.00~~ |
| | | | | | | |
| | | | | | | 91,484.00<br>~~88,464.00~~ |

HBR Program $ 140,000
Field Estimate $ 88,464
orig.

# LOCATION DESIGN

## ASSIGNMENT SHEET and PROJECT DIARY

**Section** Wildhorse Creek (Gentry) Br. **Highway** County **County** Umatilla
**Assigned By** Al Hansen **Designer** A. Dean **Date** 3-8-85
**Directions** Review the field location data. Make sure that the Bridge Vicinity map is complete. I did not see a Typical Section on the map.

**Narrative By Designer** This proposal will replace an existing timber trestle structure with a 40' x 28' prestressed concrete slab structure.

According to the acting Director of Public Works of Umatilla Co. the road can be closed and no detour would be necessary provided the contract work was done during the months of June, July, and August (School Vacation). A letter to this effect is being drafted by The County.

The field location data shows shorter than standard runs of guardrail for the project. The Region office has asked the project manager to look into the possibility of moving the road approaches and installing the guardrail to standard lengths. This would increase the estimate approximately $3000. To date the Project Manager had not gotten any further information.

Typical sections call for 2 10' travel lanes and 4' shoulders. Base design will have 14" aggregate base, 2" A.C. overlay and 4" A.C. in widened areas. These were recommended by Surfacing Design Section. The quantity for aggregate base was increased on the estimate, the field based their's on 12" depth. See roll marked "Location Design Typical Sec." for drawing.

Cost Analysis suggested increasing the unit price on 3 items, Temp. Concrete Barrier, Asph. Concrete and Toe Trench Excavation. After these revisions the estimate increased to $91,489.00 from $88,464 sent in by the field. The program funding is $140,000.

Profile follows existing grade. The road and bridge will remain at, or near, existing elevation. It is apparent that this is what was intended by the field but was not stated [illegible] the narrative.

10,077

UMATILLA COUNTY BOARD OF COMMISSIONERS

**COMMISSIONERS**
Bob Ten Eyck
A. L. "Bud" Draper
Bill Hansell

**STAFF**

Legal Counsel
Marcia Wells
Office Manager
Debbie Warlick
Personnel

216 S.E. 4th  P.O. Box 1427  Pendleton, Oregon 97801
Phone 503/276-7111

February 20, 1985

☑ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA FEB 25 1985 ☐
RECEIVED
REGION 5 OFFICE

Roger Lang
Oregon State Highway Department
P.O. Box 850
LaGrande, Oregon 97850

Re: Wildhorse Creek (Gentry) FAS B583

Dear Roger:

A detour for the Gentry Bridge Project will not be necessary. Roy Thurman, Acting Public Works Director has spoken to the Athena-Weston School District, Postal Service, and M. Gentry an adjoining landowner. The School indicated that school will be out June 5, 1985, and will not resume until August 30, 1985. The Postal Service does not use this bridge. The adjoining land owner, M. Gentry, indicated he would be willing to cross Wildhorse Creek at a different point for what business he has on the other side of the creek.

Therefore, Umatilla County respectfully requests that bridge construction take place between June 5, 1985 and August 30, 1985, and that any plans for the bridge not include a detour.

Umatilla County Board of Commissioners

William S Hansell
William S. Hansell

ABSENT
A. L. Draper

Glenn Young
G. Glenn Youngman

**PROGRAM SECTION**
MANAGER  RESOURCE UNIT ____
FA UNIT ✓ PROGRAM UNIT ✓
FEB 27 1985
REFER TO ~~Brock~~ Schultz
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ✓

cy Potter
Hart
Penner

CON 79-4

nig

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B583(1) Wild Horse

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50054

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-84

8. FEDERAL ROUTE NUMBER Secondary B583

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

WILD HORSE CREEK (GENTRY) BRIDGE #59C 408 675 00465 SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $34,600; Federal Funds $27,680.

13. REMARKS

As requested by Mr. Potter's PEA dated October 16, 1984, subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO
Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 10/24/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

16,087

October 23, 1984

PRO

Carlos VanElsberg
Director of Public Works
390 Westgate
Pendleton, OR 97801

Dear Mr. VanElsberg:

SUBJECT: Wild Horse Cr. (Gentry) Br.
Project # BRS-W583(1)
Umatilla County

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8231, the County should submit an advance deposit for its share of the preliminary engineeing cost.

| | |
|---|---|
| Estimated P.E. Cost | $34,600 |
| Less Free Bridge Design & Specs | (6,000) |
| Less Federal Funds (80%) | (22,880) |
| County's Share (20%) | $ 5,720 |
| COUNTY'S SHARE AND ADVANCE DEPOSIT | $ 5,700 |

Please submit your advance deposit in the amount of $5,700 so that work may begin on the project. You may use one of the three options described in the attachments.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

L61P
RECEIVED
11-13-84
MKS

MKS:pf
Attachment

bcc w/AD # 84-122: Roger Lang, Region 5
Vern Skoog-Please return completed AD #84-122
when advance deposit is received.

10,087

1

| | |
|---|---|
| TO: Dale E. Wilken<br>Division Administrator<br>Federal Highway Administration<br>Salem, Oregon 97301 | OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION<br>ADDENDUM TO LOCATION PROSPECTUS AND<br>10-16-84 REQUEST FOR FEDERAL AID<br>PRELIMINARY ENGINEERING AUTHORIZATION |

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. FED. S | ROUTE NO. STATE |
|---|---|---|---|---|---|
| Co. Rd., 3 mi. S of Weston<br>"Wild Horse Cr. (Gentry) Br. Sec." | 118 | 50054 | BRS-B583(1) | B583 | Co. Rd. |

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

COUNTY Umatilla CODE 059 IMP. CODE 09

A-95 Review:

State Cl. Ho. ........ Exempt X Date Approved ____

Dist. 12 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Class: FHWA Concurrence Dated 10-3-84

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Included in FY '85 AP in 6 Yr. HIP Status Report and Exhibit "C".

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

| | | |
|---|---|---|
| | TEC NTE | $ 34,600 |
| (80%) | FF | $ 27,680 |
| | STATE | $ 1,200 |
| | Co. | $ 5,720 |

For PR-37:

| | |
|---|---|
| Field Phase | $ |
| PS&E Phase | $ |

REMARKS:

Attached data consists of Parts 1, 2 and 4 of the Project Prospectus and project map.

DDB:bkb Key #02570

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 10-16-84 | ORIGINAL SIGNED BY GARY A. POTTER<br>GARY A. POTTER | MANAGER, PROGRAM SECTION |

10,227

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

In Reply Refer to
File No.:

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 .. .. La Grande, Oregon 97850 .. .. Phone 963-3177

October 16, 1984

Honorable A. L. Draper, Chairman
Umatilla County Board of Commissioners
P. O. Box 1427
Pendleton, Oregon 97801

Dear Chairman Draper:

Re: Wild Horse Cr. (Gentry) Bridge Section
HBR Project

In accordance with the terms of the Highway Bridge Replacement Program (HBR) Working Agreement and the Oregon Action Plan for Transportation your agency is responsible for citizen involvement, environmental concerns and public hearings if required.

Enclosed is a copy of the Project Environmental Classification showing Federal Highway Administration concurrence of Class II, Categorical Exclusion for the above subject project which will require minimal or no action.

Please file and retain this document in your permanent project file. Do not hesitate to contact me if you have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: Gary A. Potter
Bobby Johnson

**PROGRAM SECTION**
MANAGER W RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
OCT 18 1984
REFER TO Shultz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ✓

734-1839

10/247

Con 19-1#
Wildhorse
Cr.

September 24, 1984

Umatilla County Board of Commissioners
SE Fourth and Fifth
Pendleton, OR 97801

AGR 4-2

Attention: J. Dean Fouquette, Sr.
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to construct the Wildhorse Creek (Gentry) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
**TRANSPORTATION BUILDING, SALEM, OREGON 97310**

In Reply Refer to
File No.:
ENV 3

September 6, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Wild Horse Creek (Gentry) Bridge ~~[illegible]~~
Wild Horse-Weston Road
Umatilla Countc
BRS-583(-)

#59C408675-00465
SR#31.6

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
October 9, 1984

CMG:gc

Attachments (4)

CONCUR:
10/3/84
For Division Administrator Date
Federal Highway Administration
Oregon Division

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bob Hector
John Preston
Vernal Moore
Harry Oswald
Don Keyes (8)

Form 734-3122

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Wild Horse Creek (Gentry) Bridge #59C408 (a0708A)

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only; adjacent land uses will not be adversely affected by the temporary construction easement. The project is consistent with the Umatilla County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will not be affected by the project. Safety will be improved as the existing structure is deteriorated. Only temporary repairs made to the southerly end bent have kept the structure in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The lack of in-stream bents, coupled with the summer near intermittent character of Wild Horse Creek, greatly reduces any potential for adverse impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The timber trestle was constructed in 1936.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The bridge lies on the boundary of the Umatilla Indian Reservation, requiring coordination with the Tribal Council.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

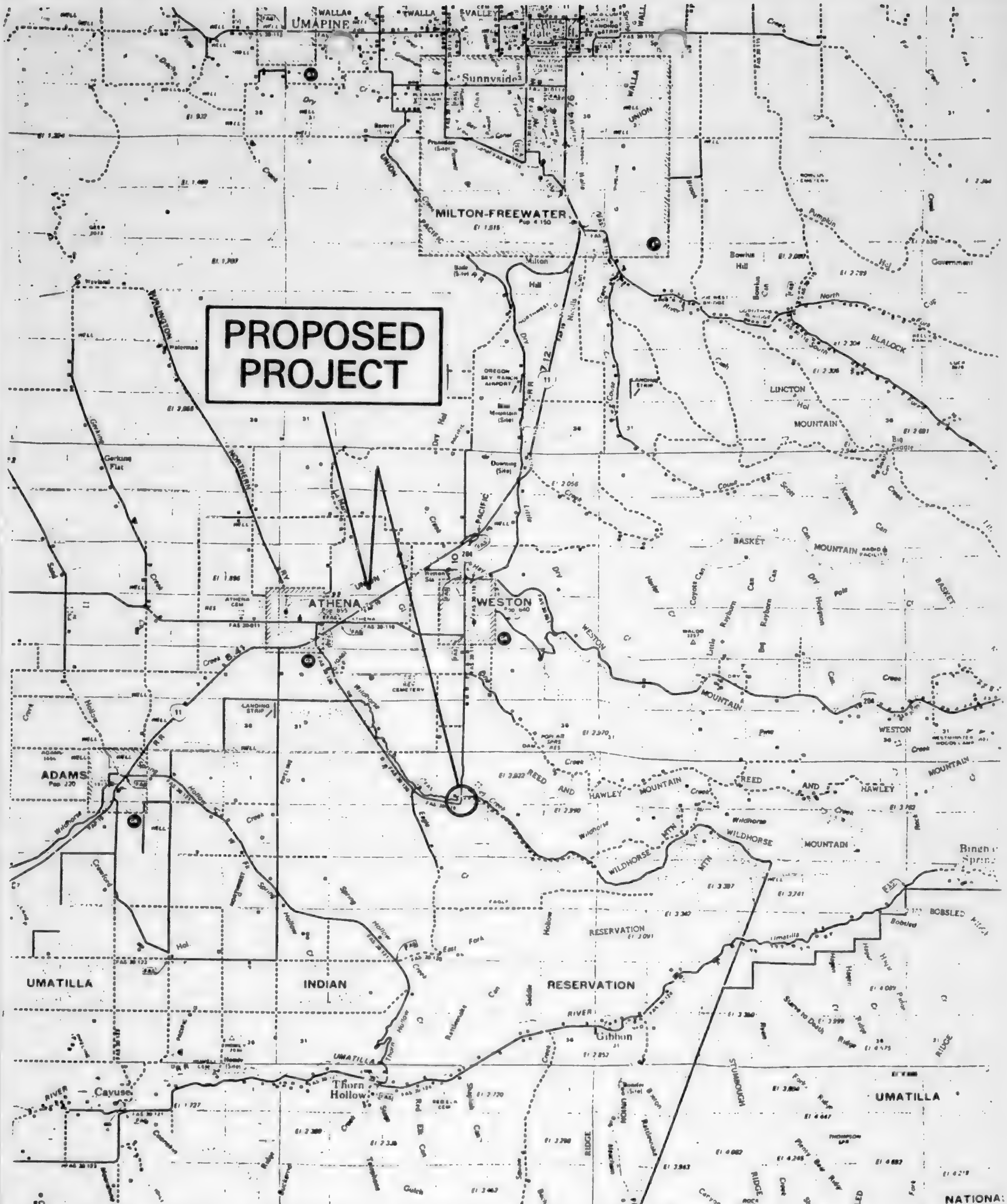
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement project involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X John Preston | 963-3177 | OCT 01 1984 |


PROPOSED PROJECT
UMAPINE
Sunnyside
MILTON-FREEWATER
Milton
OREGON SKY RANCH AIRPORT
Gerking Flat
ATHENA
WESTON
ADAMS
LINCTON MOUNTAIN
BLALOCK
BASKET MOUNTAIN
WESTON MOUNTAIN
REED AND HAWLEY MOUNTAIN
WILDHORSE MOUNTAIN
RESERVATION
UMATILLA INDIAN RESERVATION
UMATILLA RIVER
Gibbon
Thorn Hollow
Cayuse
UMATILLA
BOBSLED
STUMBOUGH RIDGE
GIBBON RIDGE
NATIONAL

02570

10,077

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: FILES

DATE: August 9, 1984

FROM: Michael K Shultz
Mike Shultz
Rural Program Coordinator

SUBJECT: Wild Horse Cr. (Gentry) Br. #59C408
Umatilla County
FAS B583
HBR On-System Funding

The subject project was approved by H. S. Coulter May 7, 1984 in the Highway Bridge Replacement Program through 1987. The subject project is shown as a 1986 On-System project. Umatilla County request the project be moved to the 1985 program year, after dropping The Dry Gully (Spofford) Br., project from the 1985 program.

The County will attempt to obtain donated right-of-way for the detour easement. Preliminary and Construction Engineering will be provided by the State. The State will provide a Bridge Design Plans and Specification at no cost to the County under ORS 366.155(k). Enclosed are the Project Prospectus forms for distribution.

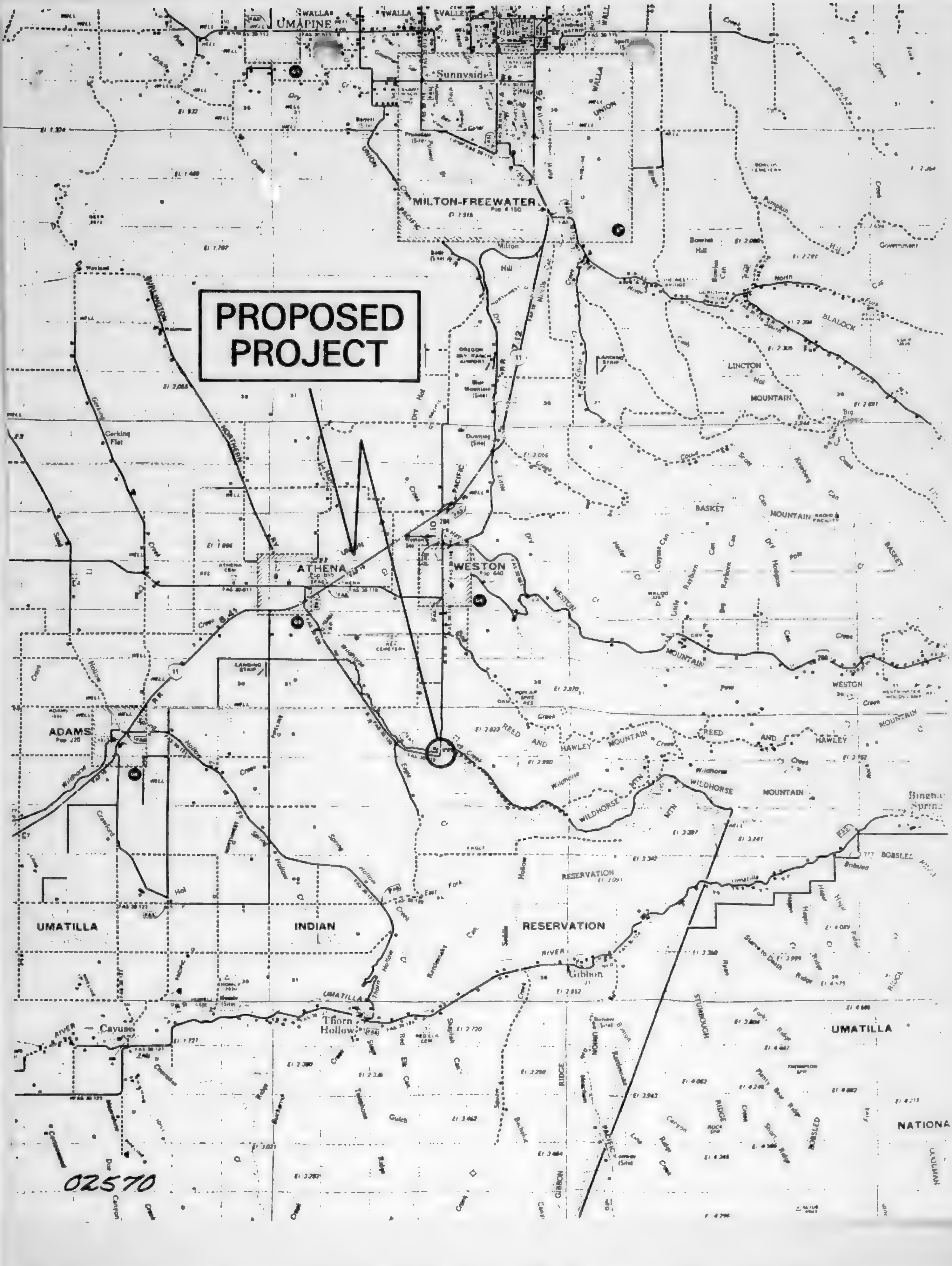
MKS:pf
Attachment

cc: Hank Wakerlig - Please add to PCS.
Wayne F. Cobine - Please Program with FHWA.
F. E. Terpin
J. B. Boyd
Don Aman
George Strawn
L. E. George, w/attach.
W. J. Hart, w/attach.
Cam Gilmour, w/attach.
R. Trygstad, w/attach.
Don Adams, w/attach.
Steve Macnab, w/attach.
Ron Noble, w/attach.
R. D. Hector, Region 5
Roger Lang, Region 5

JNa # 8231
8/13/84 BM

81-125-1387

Contains Recycled Materials


PROPOSED PROJECT
UMAPINE
WALLA
WALLA
VALLEY
Sunnyside
MILTON-FREEWATER
Pop 4,150
UNION
PACIFIC
NORTHERN
ATHENA
WESTON
ADAMS
Pop 220
Gerking Flat
BASKET
MOUNTAIN
LINCTON
MOUNTAIN
WESTON
MOUNTAIN
REED
AND
HAWLEY
MOUNTAIN
WILDHORSE
MTN
WILDHORSE
MOUNTAIN
RESERVATION
UMATILLA
INDIAN
RESERVATION
RIVER
Gibbon
UMATILLA
RIVER
Cayuse
Thorn
Hollow
UMATILLA
NATIONA
Binghar
Springs
BOBSLED
STUMBOUGH
RIDGE
GIBBON
11
204

02570

10,087

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: Cam Gilmour, Manager
Environmental Section

DATE: August 8, 1984

Attn: Eb Engelman
Project Coordinator

SUBJECT: Project Classification Request
Wild Horse Creek(Gentry)Br. #59C408(10708A)
Umatilla County

Attached is a Project Classification Request for the Gentry Bridge on Wild Horse Creek near Athena-Weston in Umatilla County. The recommended type of action is Class 2 (Categorical Exclusion).

The associated "Project Prospectus" is also included.

John Preston

John Preston
Region Environmentalist

JP/lm

Enc.

cc: Gary A. Potter
Attn: Mike Shultz

PROGRAM SECTION

AUG 10 '84

| | |
|---|---|
| Manager | |
| Resource Unit | |
| Project Unit | |
| Program Unit | |

REFER TO
Circle one R/D D/R
Act Disc Info File

H

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

CTION
Wild Horse Cr.(Gentry)Br. #59C408 (a0708A)

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement. The County will attempt to obtain donation right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only; adjacent land uses will not be adversely affected by the temporary construction easement. The project is consistent with the Umatilla County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will not be affected by the project. Safety will be improved as the existing structure is deteriorated. Only temporary repairs made to the southerly end bent have kept the structure in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The lack of in-stream bents,coupled with the near summer intermittent character of Wild Horse Creek, greatly reduces any potential for adverse impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The timber trestle was constructed in 1936.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The bridge lies on the boundary of the Umatilla Indian Reservation, requiring coordination with the Tribal Council.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement project involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

| PREPARED BY | | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|---|
| X | John Preston | 963-3177 | |

734-1913 (7-82) 8/8/84

10,087

**STATE OF OREGON** **INTERQFFICE MEMO**

TO: Gary A. Potter, Manager
Program Section

DATE: August 6, 1984

Attn: Mike Shultz

SUBJECT: Federal Aid Project Request
Wild Horse Creek(Gentry)Br.Sec.
FAS B583, Weston-Wild Horse Cr.Rd.
HBR On-system Project
Umatilla County

Enclosed is Federal Aid Project Request as received from Umatilla County concerning the above subject project. Also enclosed are parts 1, 2, and 4 of the Project Prospectus necessary for programming. Part 3 will be forwarded by John Preston, Region Environmentalist, when completed.

This project has been advanced from Fiscal Year 1986 with the concurrence of the Bridge Engineer.

Please take the necessary action to obtain approval of the project and draw up the required project agreement.

Roger C Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/lm

Enc.

cc: Carlos Van Elsberg, D.P.W.
W. J. Hart
Bobby Johnson

PROGRAM SECTION
AUG 8 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/D D/R
Act Disc Info File

02570

# PROJECT PROSPECTUS

## PART 4 — SURVEY AUTHORITY

Umatilla Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Wild Horse Cr.(Gentry)Br.#59C408(10708A)

REGION 5

## SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 530-1998

DATE 8-6-84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 10,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 300 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 800 | 935 SOILS | | 4,000 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 2,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 1,500 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 1,000 | 938 REGION ENVIRONMENT | | 200 |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 1,200 | 950 TRAINING | | 0 |
| 910 REGION GEOLOGIST | | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 6,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | 5,000 | 929 Free Br. Specs. | | 1,000 |
| 914 REGION UTILITY LIAISON | | 200 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 34,600 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRS-B583(1)

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as defined by Oregon Revised Statutes. This project 100% local match funds. Special attention to specifications may be required because of involvement with Umatilla Indian Reservation.

Approved by St. Hwy. Engr. 5-7-84

| | | | |
|---|---|---|---|
| PREPARED BY<br>Roger C. Lang | DATE<br>8/6/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>9/13/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>8/6/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE<br>9-12-84 |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. Papin | DATE<br>9/11/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>10-19-84 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 – PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02570

REGION 5

SECTION Wild Horse Cr.(Gentry)Br. #590408 (10708A)

| | | | |
|---|---|---|---|
| STATE HIGHWAY # CR 675 | HIGHWAY NAME | MILE POST FROM TO | LENGTH 0.15 mi |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY Umatilla | ROAD/STREET NAME Wild Horse - Weston |
| ROUTE # | FEDERAL AID # B-583 | APPLICANT (IF OTHER THAN STATE) Umatilla County | |

| COST ESTIMATES (000's) | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ 30 |
| RIGHT OF WAY | | $ |
| ROADWAY | $ 35 | |
| STRUCTURES | $ 63 | |
| SIGNALS | $ | |
| ILLUMINATION | $ | |
| TEMPORARY PROTECTION | $ 2 | |
| | $ | |
| 40% ENGINEERING & CONTINGENCIES | $ 40 | |
| TOTAL CONSTRUCTION | | $ 140 |
| TOTAL ESTIMATE | | $ 170 |

| PROJECT DATA | | |
|---|---|---|
| GRADING | (✓) | X |
| PAVING | (✓) | X |
| STRUCTURES | (✓) | X |
| SIGNING | (✓) | |
| SIGNALS | (✓) | |
| ILLUMINATION | (✓) | |
| | | |
| ENVIRONMENTAL CLASS | (1,2,3) | 2 |
| DESIGN CATEGORY | (1-7) | 7 |
| WORK TYPE | (1-12) | 5 |

| RIGHT OF WAY | | |
|---|---|---|
| FILES | (#) | 0 |
| ACRES | (#) | 0.2± |
| RELOCATIONS | (#) | 0 |

| WORK BY STATE/CONSULTANT/APPLICANT | | |
|---|---|---|
| PRELIMINARY ENGINEERING | (S,C,A) | S |
| CONSTRUCTION ENGINEERING | (S,C,A) | S |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | A |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | A |

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/85 | RECOMMENDED FUNDING SOURCE HBR - C | RECOMMENDED PROGRAM YEAR 1985 |

RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | N | N |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 90 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1982 | |

DEFINE THE PROBLEM

Existing timber trestle structure appears on the National Listing of Deficient Structures, sufficiency rating is 31.6.

PROPOSED SOLUTION

Replace structure with prestressed reinforced concrete slab span bridge, widen, grade and pave.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE 8-6-84 | | | |
| APPROVED, ASST HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02570

SECTION Wild Horse Cr.(Gentry)Br. #59C408(10708A)

REGION 5

## PROJECT JUSTIFICATION

This structure was constructed in 1936 and has had no major repairs. The structure appears on the National Listing of Deficient Structures, sufficiency rating is 31.6. It is apparent the structure has exceeded the expected design life.

The structure lies on the boundary of the Umatilla Indian Reservation. Coordination with the Tribal Council will be needed. Also, a detour will need to be constructed because of school bus and mail routes. The County will attempt to obtain donation R/W necessary for the detour. No permanent R/W is anticipated.

This project was identified for funding under the HBR On-system Program for Fiscal Year 1986. Advancement to Fiscal Year 1985 is requested because of removal of the Dry Gully (Spofford) Bridge, B-589, from the program upon the request of Umatilla County.

This project is consistent with Umatilla's established program of replacing deficient structures.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS
## PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Wild Horse Cr,(Gentry)Br. #59C408(10708A)

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | A | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | A | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | S |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | S |
| RECONNAISSANCE SURVEY | N | DETOUR | S | BORROW SOURCE | S | CORPS OF ENGINEERS | S | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | S | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | S |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | S | STATE LANDS | S | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | S | NOISE STUDY | N |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | A | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) | NEW (#) |

UTILITIES (LIST BELOW)

COMPANIES:
Pacific Power & Light
Pacific Northwest Bell

### RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | A | EASEMENTS (#) | 2 | ACCESS CONTROL (Y/N) | N |

DESIGN SPEED: 55

DESIGN STANDARDS: AASHTO

### TYPICAL SECTION

#### EXISTING

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N | | | | 4 | | | 10<br>10'<br>~~12~~ | × | 10<br>10'<br>~~12~~ | | | 4 | | | | N |

#### PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| Widening Aggr. Base | 14" | | | | |
| B or C AC Pavement | | 2" | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 50 | 28'<br>~~18~~ | $63,000. | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date 9/11/84

734-1912 (7-82)

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION
Wild Horse Creek (Gentry) Bridge #59C408 (a0708A)

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only; adjacent land uses will not be adversely affected by the temporary construction easement. The project is consistent with the Umatilla County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will not be affected by the project. Safety will be improved as the existing structure is deteriorated. Only temporary repairs made to the southerly end bent have kept the structure in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The lack of in-stream bents, coupled with the summer near intermittent character of Wild Horse Creek, greatly reduces any potential for adverse impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The timber trestle was constructed in 1936.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The bridge lies on the boundary of the Umatilla Indian Reservation, requiring coordination with the Tribal Council.

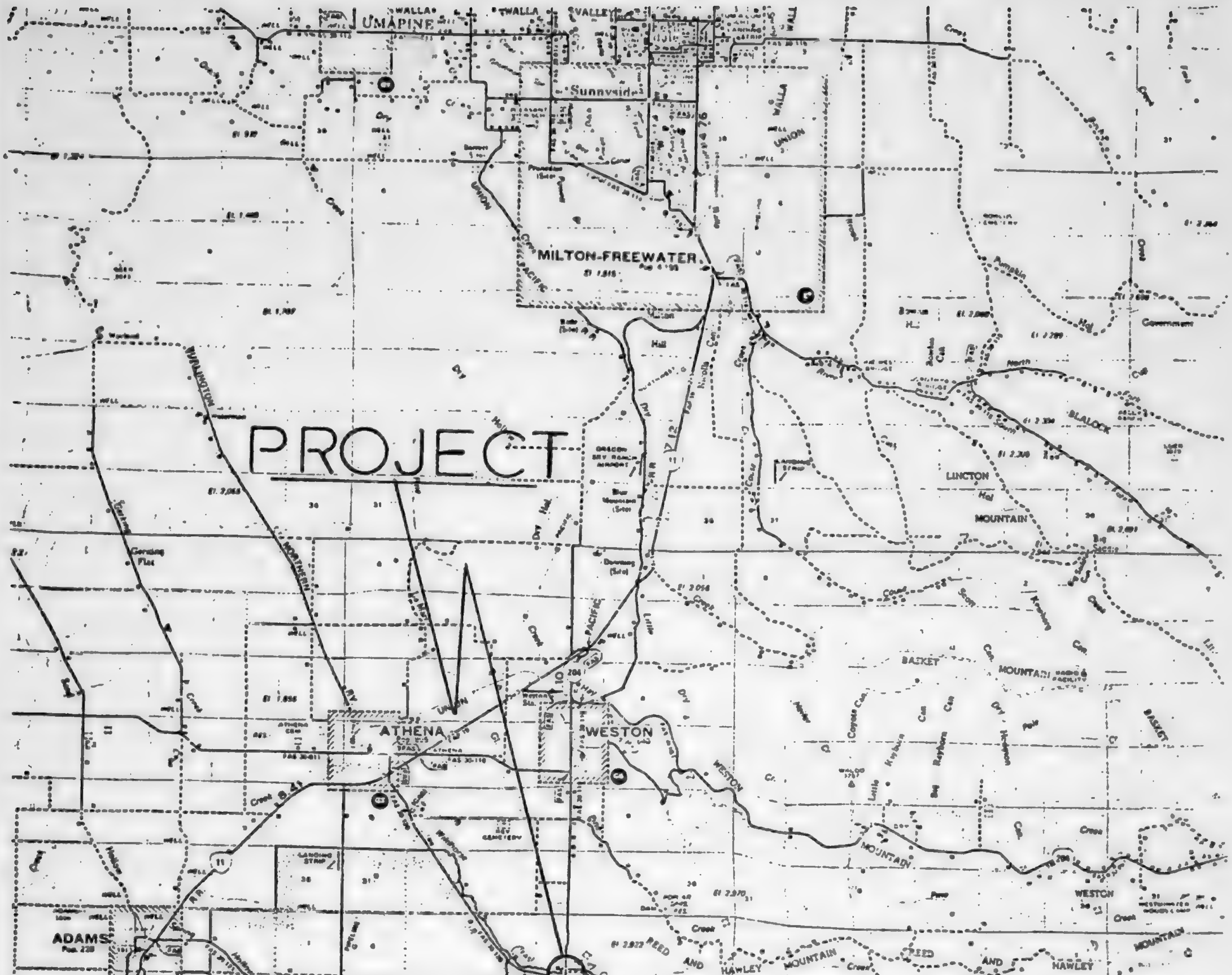
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement project involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human or physical impacts are anticipated.

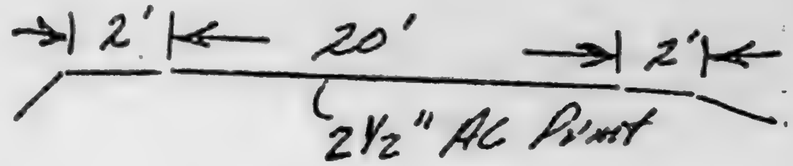
OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X John Preston | 963-3177 | OCT 0[illegible] 1981 |

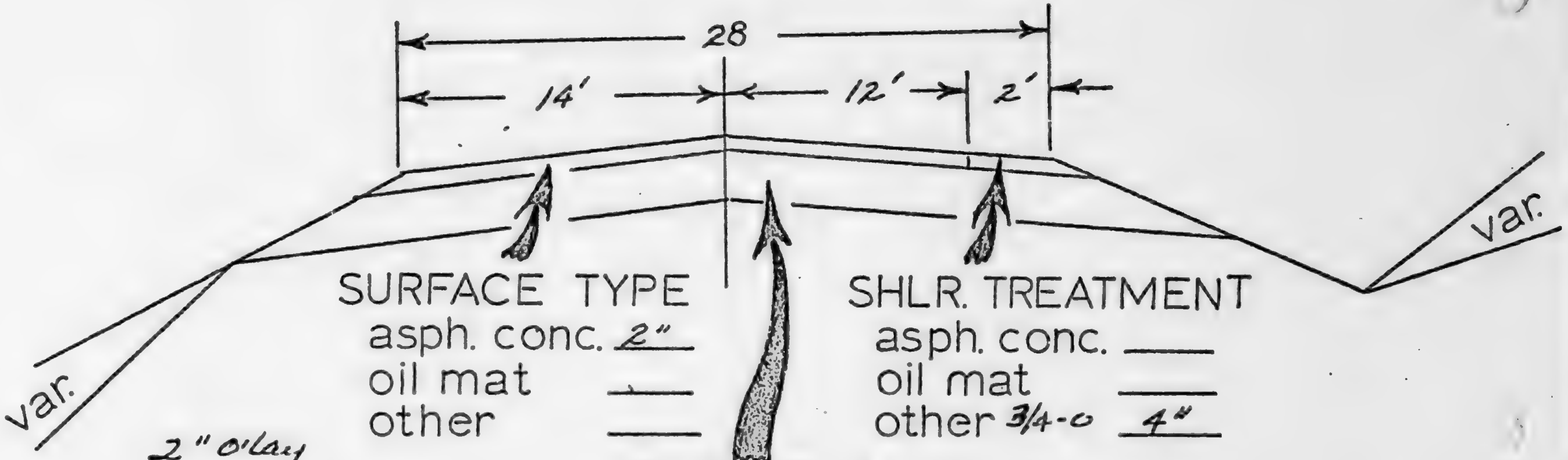

PROJECT
UMAPINE
WALLA WALLA VALLEY
Sunnyside
MILTON-FREEWATER
UNION
PACIFIC
NORTHERN
BLALOCK
LINCTON MOUNTAIN
BASKET MOUNTAIN
ATHENA
WESTON
WESTON MOUNTAIN
ADAMS
REED AND HAWLEY MOUNTAIN
WILDHORSE MTN
Bingham Springs
BOBSLED RIDGE
RESERVATION
UMATILLA INDIAN RESERVATION
RIVER
UMATILLA
Gibbon
Cayuse
Thorn Hollow
UMATILLA
NATIONAL
GIBBON RIDGE
Government

02570

Exist'g Typical


2'
20'
2'
2½" AC Pvmt

# PROPOSED
# TYPICAL SECTION


28
14'
12'
2'
var.
var.

SURFACE TYPE
asph. conc. 2"
oil mat ____
other ____

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other 3/4-0 4"

2" o'lay
4" widen area

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN ____
CRUSHED AGG'R. 14"
in widen area

Note: Taper Section to meet
existing Roadway

02570

10,587

# FEDERAL AID PROJECT REQUEST

Date *August 2, 1984*

Applicant Agency Umatilla County

Request for: Off-System____, FAS-C____, FAUS____ Project XXX HBR On-System

Federal Aid Route No. B-583 Route Name____

Project Name Wildhorse Cr. (Gentry) Bridge Sec.

Project Length 0.15 mile± Project Location (Attach sketch map)

Project Description Widen, grade, pave and structure

Average Daily Traffic *90* Design Speed 55 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width 20 Travel Lanes 2 Shoulders 2' ±

Medians None Parking____

Sidewalks NO

Remarks____

### 2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2 Shoulders 4'

Medians No Parking____

Curbed NO Length Curb Radii____

Sidewalk/Bikeway NO

Remarks Remote rural location does not warrant construction.

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width 60' Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No XXXX

3. Will additional right-of-way be needed? Yes XXXXX No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes XXXXX No____
Remarks Easement for detour needed. County will attempt to obtain donation R/W. Will request participation if unsuccessful.

## III. TRAFFIC CONTROL DATA

### 1. Existing Signalization and Location:

*02570*

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

## IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

## V. STRUCTURE DATA

1. Existing Structure:

Location Wildhorse Cr. (Gentry) Br. Sec. Br. No. 59C408

Type

Approach Roadway Width Shoulder Width

Length 30' Width 20.5'

To remain in place? No

2. Proposed Structure:

Location Same as above

Approximate Size: Length 50 Width 28

02570

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Remarks At boundary of Umatilla Indian Reservation

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No XXXX

Name of Railroad ____
Existing Crossing Protection ____

2. Will existing railroad crossing be altered? ____

Remarks ____

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Carlos Van Elsberg, DPW, 3920 Westgate, Pendleton, Or.
   Office
2. Environmental — Same as above
   Office
3. Public Hearing — Same as above
   Office

Remarks Minimal action plan requirements anticipated on this job.

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State XXXXXX Consultant ____

02570

2. Project construction engineering to be performed by:

Applicant________ State XXXXXX Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes XXX No________
If "yes," describe briefly: County will attempt to obtain donation r/w for detour easement.

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 35,000.00 |
| Right-of-way costs (if participating) | |
| Traffic control | 2,000.00 |
| Illumination | |
| Structures | 63,000.00 |
| Railroad | |
| Other 40% Engineering and Contingencies | 40,000.00 |
| Preliminary engineering | 30,000.00 |
| PROJECT TOTAL | $ 170,000.00 |

Remarks County requests free bridge design and specifications as defined by Oregon Revised Statues. Suggests June, 1985 bid opening.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____________ and/or Umatilla COUNTY

By____________ By

By____________ By William S. Hansell

By Robert Ten Eyck

02570

1985 Powder R. (Miles) Br. 10,088
Sec., Medical Springs Hwy.
(Structure)

jc cc: OSHD (Rulien) 10088 **STATE COPY**

U.S. Department of Transportation
**Federal Highway Administration**

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Baker | DIVISION<br>Oregon |
| DATE OF REPORT<br>Sept. 17, 1987 | REPORT MADE BY<br>C. O. Fredrickson, Construction Engineer | | PROJECT NO.<br>BRS-184(2) |
| COMPLETION DATE (Actual)<br>Oct. 31, 1986 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>June 24, 1987 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>Oct. 31, 1986 |

LOCATION

Powder River (Miles) Bridge Section of Medical Springs Highway.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.

   B. Construction of Bridge No. 2314A over Powder River. Length: 87 ft. Roadway width: 32 ft.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: A and R Construction dba Laco Construction

3. Contract Amount: $305,071.84

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title For Construction Engineer

RECEIVED
STATE HWY ENGR
SEP 23 '87
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

9/29

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE Thomas P. Lowe | SIGNATURE John T. Price |
| TITLE Area Engineer / DATE | TITLE District Engineer / DATE 9/24/87 |

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,088

July 13, 1987

CON 5 - #10,088

Safeco Insurance Co. of America
P.O. Box 2726 TA
Spokane, WA 99220

On June 26, 1987, we wrote to you concerning release of final payment on Contract No. 10,088 awarded to A & R Construction, Inc. dba Laco Construction Co. for work on the Powder River (Miles) Bridge on the Medical Springs Highway in Baker County.

Final payment on this contract is $4,997.00 and the total contract amount is $305,071.84 including $814.46 for work performed under force account.

Fran Heavoll
COMMISSION SERVICES

cgc

cc: A & R Construction, Inc.
dba Laco Construction Co.
2401 First Avenue North
P.O. Box 881
Lewiston, ID 83501

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

10,088

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10088

**TO:** Commission Services

**DATE:** June 24, 1987

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10088, On Site Work Substantially Completed October 31, 1986

All Work Completed February 12, 1987

Project Powder River (Miles) Bridge

Highway Medical Springs

County Baker

Type of Work Structure

Contractor A & R Const., Inc. dba Laco Const.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-26-87 - Surety letter written.

RECEIVED
JUN 25 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,088

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# WEE Y REPORT FOR CONSTRUCTION PF ECTS

**FINAL**

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>POWDER RIVER (MILES) BRIDGE | | WEEK ENDING<br>12-27-86 |
| | | CONTRACT NO<br>10088 |
| HIGHWAY<br>MEDICAL SPRINGS | COUNTY<br>BAKER | F.A. PROJECT NO<br>BRS-184(2) |
| CONTRACTOR<br>A & R CONSTR INC (LACO) | KIND OF WORK<br>STRUCTURE | DATE OF AWARD<br>07-18-85 |
| PROJECT AUTHORIZATION | ENGINEERING | FIRST NOTIFICATION DATE<br>11-06-85 |
| CURRENT AUTHORIZATION $ 348,998.32 | AUTHORIZATION $ 27,673.88 | ESTIMATED DATE OF COMPLETION, OR<br>10-31-86 |
| ESTIMATED PROJECT COST $ 348,998.32 | COST THIS WEEK $ 523.84<br>TOTAL TO DATE $ 22,968.39 | SECOND NOTIFICATION DATE AND<br>10-31-86 |
| ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 0.0 % | PERCENT OF AUTHORIZATION 82 % | ESTIMATED SEMIFINAL SUBMITTAL DATE<br>12-24-86 |

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| | 10/31/86 | 150 | 0.0 | 0 | YES |
| | / / | 0 | 0.0 | 0 | |
| | / / | 0 | 0.0 | 0 | |
| | / / | 0 | 0.0 | 0 | |

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 0 | 0 | 0 | | | |
| EST. CORRECTED QUANTITIES | 0 | 0 | 0 | | | |
| EST. PERFORMED TO DATE | 0 | 0 | 0 | | | |
| PERCENT PERFORMED TO DATE | 0 | 0 | 0 | 0 | 100 | 0 |

ACTIVITIES THIS WEEK:

SUBMITTED SEMI-FINAL TO REGION.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Joseph A. Schlieski

PROJECT MANAGER (SIGN)
JOSEPH A. SCHLIESKI

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

STATE OF OREGON

INTEROFFICE MEMO

CON 5 - 10,185, 10,088, 10,170,
10,154

TO: Bryant Jackmond
Construction

DATE: September 23, 1986

FROM: George Bell
Assistant Director

SUBJECT: Renewal certificates sent to us
with no excess liability coverage.

We would like to have a status report on the following contracts relative to the following: a) A price aggrement is forthcoming, b) The contractor will acquire excess liability coverage, c) Third notification is coming shortly and no action will be taken.

| Contract # | Contractor | Sub-Completed | Action |
|---|---|---|---|
| 10,185 | Stach Construction Co., Inc. | | |
| 10,088 | A & R Construction, Inc. dba Laco Construction | | |
| 10,170 | Stach Construction Co., Inc. | 8-15-86 | |
| 10,154 | Hannan-Mossman Construction, Inc. | 4-22-86 | |

N

August 23, 1985

CON 5
#10,088

A & R Construction, Inc. dba
Laco Construction Co.
2401 First Avenue North
P. O. Box 881
Lewiston, ID 83501

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,088 for a structure on the Powder River (Miles) Bridge Section of the Medical Springs Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Safeco Insurance Company of America
P. O. Box 2726 T.A.
Spokane, WA 99220

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Joe Schlieski

**A & R CONSTRUCTION, INC.** (208) 746-3394

2041 FIRST AVENUE NORTH P. O. BOX 881 LEWISTON, IDAHO 83501

July 11, 1985
Letter No. 19-85-1

State of Oregon
121 Transportation Building
Salem, OR 97310

Attn: Commission Services
Re: Powder River Bridge

Dear Gentlemen or Ladies:

As requested we are providing the following DBE information in regards to the Powder River Bridge Project which bid 7/11/85. The goals on this project are 4% DBE. Our bid price was $304,387.00.

Subcontractor:

MB Construction, Inc.(DBE)
P.O. Box 1411
Lewiston, ID 83501
(208) 746-4370

| | | |
|---|---|---|
| Item No. 5 Temporary Guard Rail | $ 5,400.00 | |
| Item No. 32 Two-Tube Steel Railing | $ 7,812.00 | |
| TOTAL | $13,212.00 | 4.34% |

Very truly yours,
A & R CONSTRUCTION, INC.,
dba Laco Construction Co.

Alvin Connerley

Alvin Connerley,
President

AC:jl

RECEIVED
JUL [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

WE ARE AN EQUAL OPPORTUNITY EMPLOYER

N

| TO BE COMPLETED BY FHWA | | |
|---|---|---|
| 10,088 7-147 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-30-85 | STATE<br>OREGON<br>COUNTY<br>BAKER<br>PROJECT NO.<br>BRS-184(2) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 203, "Powder River (Miles) Br. Section"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-19-85 | 0.016 |

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 348,998.00 | $ 279,198.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

for Manager, Program Section
*(Title)*

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator JUL 30 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 19, 1985

FEDERAL AID PROJECT NO. BRS-184(2)

POWDER RIVER (MILES) BRIDGE SECTION
MEDICAL SPRINGS HIGHWAY
BAKER COUNTY

## PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BRIDGE NO. 2314 (Sta. 354+92 to Sta. 359+04)

| | | | | |
|---|---|---|---|---|
| Moblization | Lump Sum | All | Lump Sum | $ 14,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 500.00 |
| Temporary Signs | Sq. Ft. | 300 | 8.00 | 2,400.00 |
| Temporary Barricades | Each | 6 | 100.00 | 600.00 |
| Temporary Guard Rail, Type 2A, Reflectorized | Lin. Ft. | 450 | 12.00 | 5,400.00 |
| Temporary Concrete Barriers | Lin. Ft. | 75 | 12.00 | 900.00 |
| Temporary Plastic Safety Markers | Each | 24 | 40.00 | 960.00 |
| Temporary Delineators | Each | 20 | 19.00 | 380.00 |
| Flaggers | Hour | 260 | 10.00 | 2,600.00 |
| Temporary Type 1 Fence | Lin. Ft. | 480 | 2.50 | 1,200.00 |
| Temporary 8'-2" x 5'-9" Structural Plate Pipe Arch | Lin. Ft. | 84 | 154.00 | 12,936.00 |
| Temporary Drainage Structure | Lump Sum | All | Lump Sum | 8,584.00 |
| Construct and Remove Detour | Lump Sum | All | Lump Sum | 21,618.00 |

### ROADWORK

| | | | | |
|---|---|---|---|---|
| Toe Trench Excavation | Cu. Yd. | 45 | 3.00 | 135.00 |
| Embankment in Place | Cu. Yd. | 1,030 | 4.25 | 4,377.50 |
| 1"-0 Aggregate Base | Ton | 1,565 | 19.00 | 29,735.00 |
| Class C Asphalt Concrete | Ton | 310 | 73.50 | 22,785.00 |
| Guard Rail, Type 2A | Lin. Ft. | 150 | 15.00 | 2,250.00 |
| Guard Rail, Type 3 | Lin. Ft. | 100 | 30.00 | 3,000.00 |
| Guard Rail Anchors, Type 1 | Each | 4 | 400.00 | 1,600.00 |
| Rail End Pieces, Type C | Each | 4 | 100.00 | 400.00 |
| Type 1 Fence | Lin. Ft. | 730 | 3.00 | 2,190.00 |
| Extra for Asphalt Approaches | Each | 9 | 315.00 | 2,835.00 |
| Loose Riprap, Class 50 | Cu. Yd. | 155 | 20.00 | 3,100.00 |

STRUCTURE

| | | | | |
|---|---|---|---|---|
| Shoring, Cribbing, Etc. | Lump Sum | All | Lump Sum | 5,000.00 |
| Structure Excavation | Cu. Yd. | 300 | 10.00 | 3,000.00 |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 6,900.00 |
| Structural Concrete, Class 3300 | Lump Sum | All | Lump Sum | 26,780.00 |
| Reinforcement | Lump Sum | All | Lump Sum | 6,650.00 |
| 4' x 85'/90' Prestressed Box Beams | Each | 8 | 10,158.00 | 81,264.00 |
| Reinforced Concrete Bridge End Panels | Sq. Yd. | 142 | 58.00 | 8,236.00 |
| Two-Tube Steel Railing | Lin. Ft. | 168 | 46.50 | 7,812.00 |
| Membrane Waterproofing | Sq. Yd. | 310 | 12.00 | 3,720.00 |
| 8'-2" x 5'-9" Structural Plate Pipe Arch | Lin. Ft. | 68 | 155.00 | 10,540.00 |
| | | | | $340,387.50 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,400.00 |
| Temporary Pavement Striping | All Required | 700.00 |
| Roadside Seeding & Mulching | All Required | 1,000.00 |
| | | $ 3,100.00 |
| | SUBTOTAL | $307,487.50 |
| | Engineering | 41,510.50 |
| | TOTAL | $348,998.00 |

| | |
|---|---|
| Federal Funds (80%) --------------- | $279,198.00 |
| State Funds ----------------------- | 69,800.00 |
| TOTAL | $348,998.00 |

Group 1: 100%
Contract No. 10,088
Prefix: 101-1983 (P.E.)
Prefix: C10088

Appn Code: 118

DDB:RLC:pf

jc 10,087

Con 19-1
Powder R.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-184(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40146

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT. HWY ENGR
JUN 21 '85
REFER TO Potter
FOR

Orig to
6/21

7. DATE AUTHORIZATION EFFECTIVE June 19, 1985

8. FEDERAL ROUTE NUMBER Secondary 184

9. STATE ROUTE NUMBER Secondary 340

10. GENERAL LOCATION

Powder River (Miles) Br #02314-340-02882 Section

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-18-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $375,000, Federal Funds $300,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-13-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/20/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

N

1859

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 15 1985
ROAD DESIGN SECTION

RDE
cy FDE
LE
cy SE
✓ FPC
PDE
LFE
GTE

BPO
CA
Copy All
Return To
D/U

In Reply Refer to
File No.:

DATE: January 14, 1985

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Bob Pool

FROM: Bob Pool, P.E., P.L.S.
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Powder River (Miles) Bridge
Highway: Medical Springs
County: Baker

This letter, with the attached document and plan sheets, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

The project involves the removal of an existing bridge that crosses the Powder River, Duncan Ditch and Erwin Ditch and the construction of a bridge over Powder River and installation of structural plate arch pipes in the two ditches. Approximately 155 cubic yards of riprap for erosion control will be placed on the earth slopes under each end of the structure.

A detour will have to be built to carry traffic during construction. Clean grandular stone material will be used from the stream bed to elevation 2753 and common material from that elevation to the travel surface. Pipes having a waterway area of 38 square feet will be placed to care the water through the detour during the construction period. Pipes will also be installed through the detour for the two ditches. The detour and temporary pipes will be removed after the new bridge is opened to traffic.

Form 734-3122

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

BP/cm
Attachment

cc: D. E. Wilken
D. O. Christensen
W. J. Hart
C. M. Gilmour
D. E. Keyes

10,499 SCN 12-1

# OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

## STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION BRS-184(1)

PROJECT TITLE: POWDER RIVER(MILES) BRIDGE SECTION MEDICAL SPRINGS HIGHWAY

PROJECT NUMBER: OR841119-026-2 BAKER COUNTY

DATE: January 9, 1985

The State Clearinghouse has received additional comments from

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

subsequent to our conclusion letter of 12/18/84.

Please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
JAN 11 '85
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

( X ) Please consider this letter and enclosure(s) an addendum to our previous letter.

( X ) The Clearinghouse is forwarding a copy of this letter and enclosure to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

PROGRAM SECTION
January 11, 1985

cc: FHWA
State Highway Engineer
Location Unit
Right-of-Way Section
Road Design Sec. (3)
Environmental Sec.
Bridge Section
Aeronautics Div.
Fed. Aid Group
Reg. Eng. (5) R. Hector*
Dist. Eng. (13) C.K. Ansell

* Inform P.M.

NOTED
H.S. COULTER

## OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT
DEC 28 1984
SALEM

Baker County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

---

## STATE AGENCY REVIEW

Project Number: OR 841110-026-2 Return Date: DEC 14 1984

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

( ) Additional comments for project improvement. (Attach if necessary.)

---

REMARKS (Please type or print legibly)

No conflict w/ Statewide Planning Goals so long as Pony-truss Bridge is not of historical significance.

Agency LCDC By Jim Kennedy

IPR #2 Phone Number 963-1742

10,088

Con 19-1
[illegible]

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-184(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40146

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/4/84

8. FEDERAL ROUTE NUMBER Secondary 184

9. STATE ROUTE NUMBER Secondary 340

10. GENERAL LOCATION:

Powder River (Miles) Bridge #02314-340-02882 Section

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* See Below

RECEIVED
STATE HWY ENGR
DEC 13 '84
REFER TO Potter
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

13. REMARKS

As requested by Mr. Potter's letter of 11/26/84 the program change adding "Right-of-Way Acquisition" to the character of proposed work is approve.

Orig to 12/13

Also, as requested, you are authorized to proceed with all phases of right-of-way acquisition for files 54122 and 54123 as shown on R/W map 9B-24-6 at a TEC of $6,000; Federal Funds $4,800.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 12/11/84

15. SIGNATURE OF APPROVING OFFICIAL John D. Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,058

OCN 57-1
[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 26, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40146
Project No. BRS-184(1)
Powder River (Miles) Bridge Section
Baker County
File Nos. 54122 and 54123

I request your approval of a program change on the subject project to include in the character of proposed work "Right of Way Acquisition" at an estimated total cost of $6,000.00 with federal funds of $4,800.00. The right of way to be acquired consists of fee taking and temporary easements, and does not involve relocation assistance.

I further request authorization to proceed with the actual acquisition of the required right of way as outlined in red on the enclosed copy of right of way map 9B-24-6.

RDS:bkb
Enc.

cc: J.B. Boyd
Don Aman
Executive Department (Federal Aid Coord. Unit)
General Files

Form 734-3122

10,0[illegible]

[illegible] 19-1

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: November 15, 1984

To: ~~Executive Department~~
~~Federal-Aid Coordination Unit~~

Blue Mountain Intergovernmental
Council
Wallowa County Courthouse
Enterprise, OR 97828

From: for Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 13
Section: Powder River (Miles) Bridge Section
Highway: Medical Springs Highway SR 203
County: Baker

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be December 31, 1984.

JLG:bkb
Attachments
bc: D.E. Wilken, FHWA
✓R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 5 Engr.: R.D. Hector
Dis. 13 Engr.: C.K. Ansell
Aeronautics Division
David Powers, Parks
J.L. Gaither

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
NOV 16 '84
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | | |
|---|---|---|---|---|
| | For Internal Use Only | 1-8] PNRS # | | Page One |
| 02 | 12] APPLICANT<br>Department of Transportation [45 | 46] DIVISION<br>Highway [79 | | |
| 03 | 12] APPLICANT ADDRESS STREET<br>Transportation Building [45 | 46] CITY<br>Salem [60 | 76] ZIP<br>97310 [79 | |
| 04 | 12] CONTACT PERSON<br>Gary A. Potter [45 | 46] AREA CODE<br>503 [48 | 49] PHONE<br>378 [55 | 56] EXTENSION<br>6563 [59 |
| 01 | 12] PROJECT TITLE<br>Powder River (Miles) Bridge Section BRS-184(1) [71 | | | |
| 11 | 12] PROJECT LOCATION—CITY<br>Medical Springs Highway<br>SR 203 | PROJECT LOCATION—COUNTY<br>Baker | PROJECT LOCATION<br>SEC: T:<br>R: [79 | |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace deteriorating steel pony truss bridge and timber approach spans with

06 12] modern concrete structure. (See attached Part 3 of Project Prospectus, [71

07 12] Environmental Update and Location Map). [71

08 12] [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 335,200 | | 83,800 | ---- | | 419,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE<br>Title 23 USC Highways [71 | |
| 15 | 12] FEDERAL AGENCY NAME<br>U.S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME<br>FHWA [79 |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?**
Yes ☒ 29 No ☐ 30 Date: 11-15-84

**(D) REVIEW REQUIRED by A-95**
Yes ☒ 31 No ☐ 32

**(E) ENVIRONMENTAL IMPACT**
Yes ☐ 33 No ☒ 34

**(F) HOUSING RELOCATION REQUIRED**
Yes ☐ 35 No ☒ 36

| | | | |
|---|---|---|---|
| (G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH<br>Dec. [42 | 43] DAY<br>31 [44 | 45] YEAR<br>1984 [46 |

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11-15-84 *

VI. If project includes state funds (12C), identify agency OSHD

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 project, categorical exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. NE
Salem, OR 97301

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Powder River (Miles) Bridge #2314

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre for a temporary constructio
easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: Bridge replacement only; a nearby farmstead will not be adversely affected by the temporary construction easement. The project is consistent with the Baker County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will remain unchanged. Safety will be enhanced as the existing structure has deteriorated requiring temporary repairs to keep it in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact is anticipated as large irrigation related withdrawals reduce the Powder River to a mere trickle during the summer construction season. The flow of water in the two adjacent irrigation canals will have to remain uninterrupted during construction.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacemen
involving less than one acre of right-of-wa
acquisition for a temporary construction
easement. No other adverse human or physic
impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY
X John Preston

TELEPHONE NUMBER
963-3177

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

November 7, 1984

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97310

RE: Project Environmental Classification Update
Powder River (Miles) Bridge #2314
Medical Springs Highway
Baker County
BRS-184(1)

Dear Mr. Wilken:

We have recently been informed that continuing project development on the subject bridge replacement now finds a need for two parcels of right-of-way totaling approximately 0.36 acre. These are long, narrow strips of unimproved property contiguous to the existing highway right-of-way. The strips would be acquired from much larger abutting parcels, and this acquisition would not change existing land use nor have significant impacts. A temporary construction easement of approximately 0.63 acre would also be required, as previously indicated in the classification.

This letter serves as an amendment to the Project Environmental Classification which remains unchanged in other respects and which continues to conclude in a Class II classification.

Sincerely,

Campbell M. Gilmour

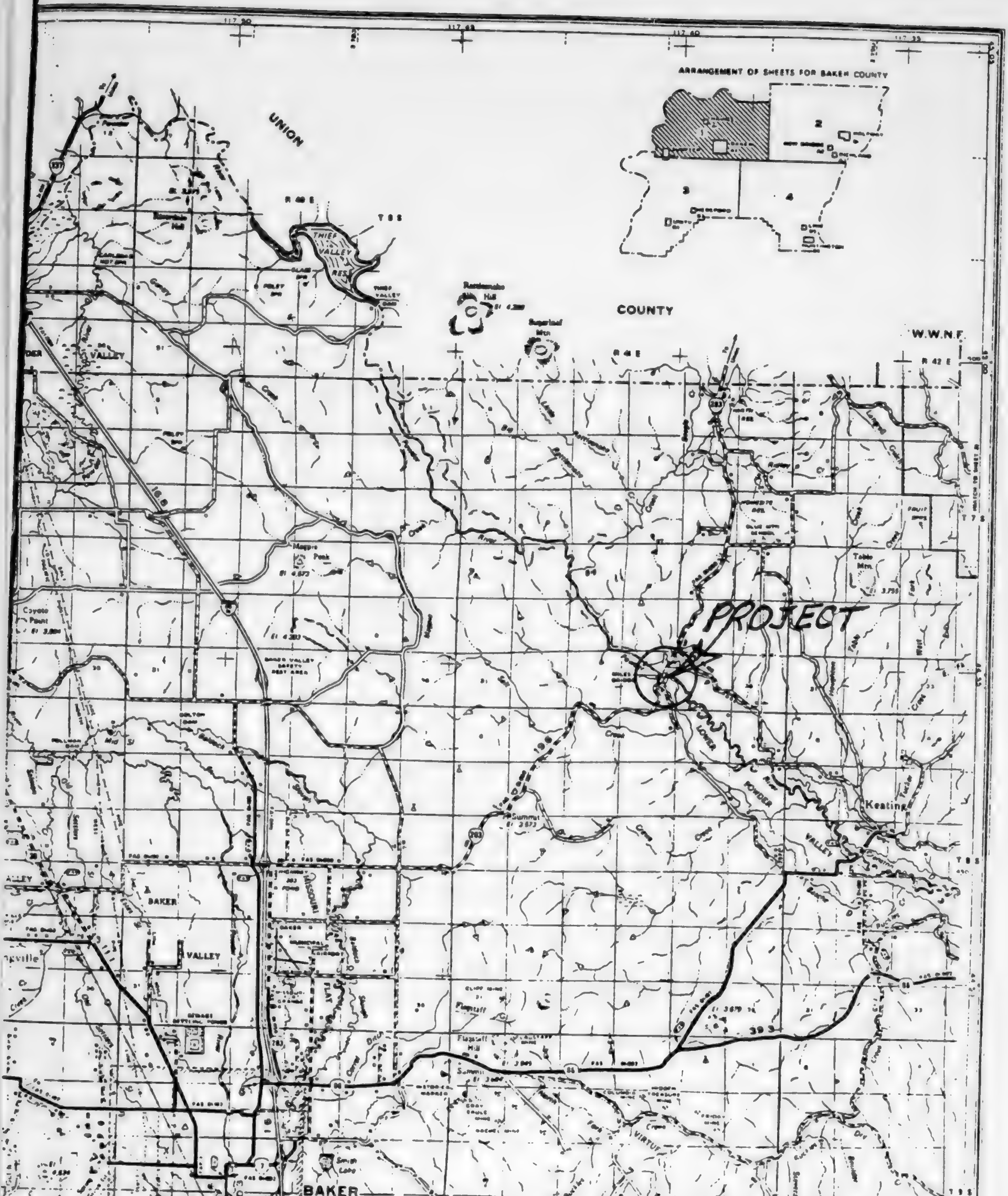
Campbell M. Gilmour, Manager
Environmental Section

CMG:EE:lm

bc: Cliff Laux

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 9 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Form 734-3122


ARRANGEMENT OF SHEETS FOR BAKER COUNTY
2
3
4
UNION
COUNTY
THIEF VALLEY RES.
Rattlesnake Hill
Sugarloaf Mtn
W.W.N.F.
R 40 E
R 41 E
R 42 E
T 6 S
T 7 S
T 8 S
T 9 S
Table Mtn.
Magpie Peak
Coyote Point
PROJECT
LOWER
POWDER
VALLEY
Keating
Summit
BAKER
VALLEY
Flagstaff Hill
VIRTUE
FLAT
BAKER
Coyote Peak
Sutton Lake
203
86
30
7
203
86
117 50
117 45
117 40
117 35

10,082

19-1

PRO 6

**STATE OF OREGON**

**INTEROFFICE MEMO**

**TO:** Gary Potter, Manager
Program Section

**DATE:** October 31, 1984

Donald C Aman

**FROM:** Don Aman
Condemnation/Federal-Aid Coordinator

**SUBJECT:** Powder River (Miles) Bridge
Section
Medical Springs Highway
Baker County
Project #BRS-184(1)

We have received two files on the above HBR project that is scheduled for a 23 May '85 letting. The acquisition of this right-of-way is estimated at $6,000 and does not require a relocation or moving allowance.

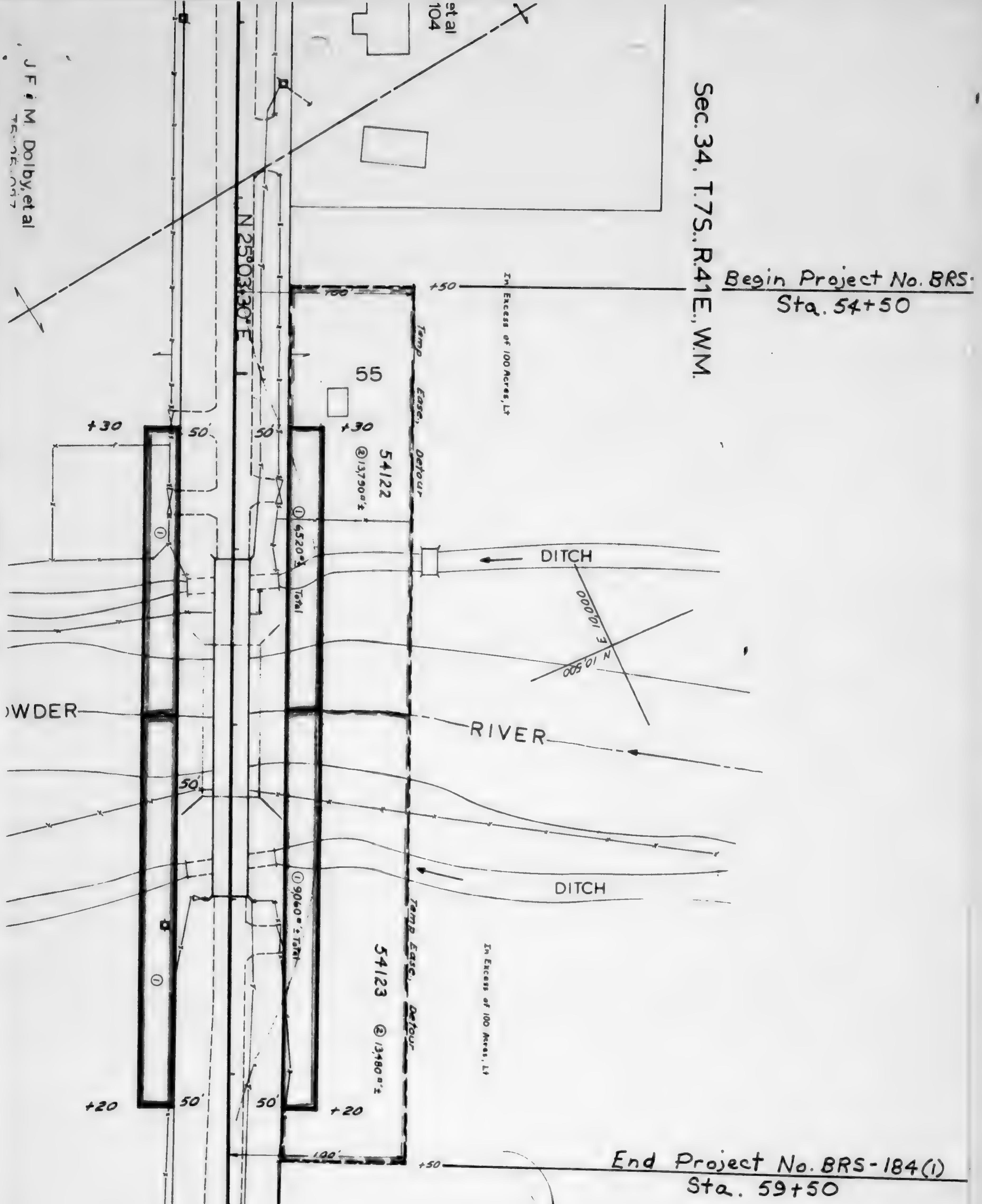
Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 54122 and 54123 as shown on map 10C-52-17.

DA:jh
attach.

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
NOV 1 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1387


Sec. 34, T.7S., R.41E., W.M.
Begin Project No. BRS-
Sta. 54+50
End Project No. BRS-184(1)
Sta. 59+50
J.F. & M. Dolby, et al
et al
104
N 25°03'30" E
55
54122
② 13,790 □'±
① 6520 □'± Total
54123
① 9060 □'± Total
② 13,480 □'±
Temp. Ease. Detour
In Excess of 100 Acres, Lt
DITCH
RIVER
DITCH
OWDER
N 10,000
N 10,500
E
+50
+30
+20
50'
100'
60

[illegible]

340

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

October 8, 1984

J. H. Versteeg
Road Design Engineer

Files 54122 and 54123
Powder River (Miles) Bridge Section
Medical Springs Highway
Baker County

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project.

By:

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

10,088

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 21, 1984

In Reply Refer to
File No.:
DES 23
2314A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRA
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Powder River (Miles) Bridge
Medical Springs Highway
Baker County
BR 2314A

Enclosed are two reduced prints of Drawings 39411, 39346 and 39347 which are the preliminary plan and elevation and vicinity maps for this structure. Also enclosed are two copies of the foundation report which has the hydraulic report in the appendix.

The alignment is the same as the existing highway. The 32-foot roadway width is in accordance with the standards governing the project. The length is required to provide the waterway opening recommended in the hydraulic report. The elevation is the same as the existing roadway.

A precast prestressed box beam was selected to keep the structural depth to a minimum and provide as much freeboard above high water as possible. This is suggested in the hydraulic report because of ice flows.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $215,000.

JMT:jrb

cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1
R. D. Hector /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

RECEIVED
STATE HWY ENGR
AUG 22 '84
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

# LOCATION NARRATIVE REPORT

**Subject:** Powder River (Miles) Bridge
Medical Springs Highway
Baker County

**Work to be done:** Bridge Replacement

The proposed project is the replacement of an existing narrow, badly deteriorated structure, with a prestressed concrete structure, over the Powder River.

**Existing Structure:** The existing bridge was constructed in 1937. It consists of a 72' steel pony truss over the river with treated timber approach spans over irrigation ditches on either end. The horizontal clearance is 19'+/-.

**Proposed Structure:** The proposed structure is a 110' prestressed concrete structure - the final length to be determined by our hydraulies unit. The structure will have a 32' roadway width with metal railing. Maintenance forces have placed multiplate culverts in the irrigation ditches under the existing timber approach spans and partailly backfilled same. The ultimate plan is to replace the timber approach spans with embankment and construct a single span across the river.

**Cattle Pass:** On the north end of the main span there is an obvious use of the area under the timber trestle between the irrigation ditch and the existing main span abutment as a cattle pass. This would also be possible on the south end but appears to have been fenced off. Our proposal is to extend the multiplate culverts to allow for a cattle path and to construct a cattle path on the river side of the new abutments on top of the riprap protection.

**Slope Easement:** A slope easement will be necessary when replacing the timber trestle with embankment. As part of this negotiation by R/W the cattle pass issue will arise. We've done no work on attaining this slope easement.

**Foundation:** Existing: we did not get the plans for the existing structure. The timber spans are apparently founded on concrete pedestals and the main piers on concrete footings.

Proposed: the foundation work has been completed and it appears that piling could be used. We're proposing an abutment wall supported on piling for the end bents of the new structure.

**Scour:** Scour does not appear to have been a problem. There are indications of possible scouring action in the stream gravels - we'd recommend riprap protection around the pier and wingwalls. That riprap infront of the pier needs to be wide enough and dense enough for use as a cattle path.

**Erosion:** In this area the Powder River banks seem to be reasonably stable - the streambanks are soil & sand covered with light brush and grasses.

**Riprap:** We're anticipating the use of riprap to protect the structure end bents and also be used as a cattle path in front of the new end bents.

Drift: With the drainage area involved - drift has not been noted as a problem by either the local ranchers or maintenance.

Icefloes: Icefloes have occurred in this river. The ice floes problem is probably compounded by irrigation weirs upstream. The local ranchers advised us that one year an ice jamb upstream went out and struck the bottom of the steel beams - no damage was done. For this reason we're requesting a clear span and the least reduction in vertical clearance possible.

Structure Waterway: Highwater: The existing structure waterway appears to have been adequate. The main span has accommodated the stream flow todate. The local ranchers indicated a highwater mark on the south pier of 2755.6 in 1976.

We're proposing a longer span, mainly for the purpose of providing a cattle path infront of the bents along the river.

Drainage Area: Refer to the following quadrangle sheet - Keating NW, Oregon.

Channel Work: No channel work is proposed.

Horizontal Alignment: The line established is the existing centerline of the present structure, and the proposed construction centerline. Attempts to retrace the R/W centerline resulted in the gathering of conflicting information. No R/W pins or centerline references were found.

Vertical Alignment: Attempting to keep the project within the existing R/W - we've assumed that the gradeline would be raised only slightly and the vertical clearance under the structure would have to be reduced approximately 1.5'.

Skew: The proposed structure should have a skew angle of 0 degrees.

Grading Work: The approaches to the new structure will be constructed by the contractor. The final gradeline will be as shown on the location data.

Proposed Typical Section: Special Provisions: The proposed typical section is shown on the enclosed location data. We propose to place 18" of aggregate base and 4" of AC. No material source is being identified. Materials are available from commercial suppliers. I'd recommend that the quality of the materials be commercial quality as approved by the engineer and compaction be determined by visual deflection under the standard 10 ton roller.

Structures Upstream & Downstream: There is no upstream structure. The downstream structure is approximately 4 miles downstream near Keating T8S R42E Section 17 -Br. # ________ . X-section of the opening is enclosed.

Utilities: C P National and Bell Telephone are aerial on the east side on common poles throughout the project. No conflict was noted.

Cascade Utilities: maintains the local phone service and is buried on the west side throughout the project. They presently are in an 1½" steel conduit on the [illegible] side of the existing structure. Their utility will have to be temporarily relocated during construction.

**Structure Utility Contact:** The telephone will be attached to the new structure. We'd recommend there be utility contact provisions made on both sides of the new structure.

**Existing Structure:** The existing structure becomes the property of the contractor.

**Detour:** A detour will be necessary. A construction easement and a permanent slope easement must be acquired by R/W. For the detour we've assumed a pile trestle with a timber bulkhead - approximately a 16' roadway with traffic controlling itself in a one-way situation - traffic on this road is low volume but not necessarily low speed.

We've reviewed possible alternate routes for a detour and don't find any suitable.

**Special Provisions:** For the construction of the detour we'd recommend that the construction and removal be performed as a lump sum item - CONSTRUCT & REMOVE DETOUR - LUMP SUM, with the contractor given several options as to how to construct a temporary crossing of the river. We should indicate on the plans acceptable waterway opennings. The contractor's proposed detour would have to be approved by the engineer. There is no reason to get more involved in the detour work - payment by lump sum will reduce engineering costs and simplify the work.

**Irrigation Culverts:** 8'-2" x 5'-9" 12 ga. multi-plate culverts have been installed by maintenance as part of a long range plan to replace the wooden approach spans with embankment. They installed 50' in each location - that will have to be extended on this contract as noted. Presently cattle are crossing the irrigation ditches by going over the end of the culverts. We'd recommend that the culvert ends not be sloped but be left vertical to better retain the fill and provide for the cattle.

**Temporary Protection & Direct:** We need the standard signing for a Bridge Construction project and a Detour with a one lane bridge. All temporary signing would be paid for under the applicable contract bid item.

**R/W:** A permanent slope easement and a temporary detour easement will be necessary. We have done no work on the easement - no discussions with property owner, no description, etc. We'll wait for directions from Salem.

**Minorities:** No minorities have been identified within the limits of the location survey. There is no alternate route and no residents are being displaced.

**Date of Award:** Late spring or early summer after the spring run-off.

**Contract Time:** Contract time should be kept to a minimum - to assure its completion before next winter.

Joseph H. [illegible]

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Powder River (Miles) Bridge UNIT OR PART ______ sheet 1 of 3

HIGHWAY Medical Springs PREFIX 101-1982 COUNTY Baker

| ITEM NO | SPEC. NO | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 1 | | Mobilization @ 9% | L.S. | 100% | | 17,000.00 |
| 2 | | Temporary Protection & Direction of Traffic | L.S. | 100% | | 2,000.00 |
| 3 | | Temporary Signs | Sq. Ft. | 180 | 10.00 | 1,800.00 |
| 4 | | Temporary Cont. Rail Traffic Barrier Reflec. | Lin. Ft. | 120 | 10.00 | 1,200.00 |
| 5 | | Flagger | Hour | 120 | 15.00 | 1,800.00 |
| 6 | | Temporary Fencing Type 1 | Lin.Ft. | 460 | 3.00 | 1,380.00 |
| 7 | | Construct & Remove Detour | L.S. | 100% | | 30,000.00 |
| 8 | | Removal of Structures & Obstructions | L.S. | 100% | | 2,000.00 |
| 9 | | General Embankment("L" line only) | Cu. Yd. | 1300 | 6.00 | 7,800.00 |
| 10 | | 8'-2" x 5'-9" 12ga. multi-plate CMP | Lin.Ft. | 58 | 130.00 | 7,540.00 |
| 11 | | Construct Road Approach | Each | 4 | 200.00 | 800.00 |
| 12 | | Aggregate Base | Ton | 1100 | 7.00 | 7,700.00 |
| 13 | | Class "B" or "C" AC | Ton | 250 | 50.00 | 12,500.00 |
| 14 | | Fencing Type 1 | Lin. Ft | 120 | 5.00 | 600.00 |
| 15 | | Fencing Type 2 | Lin. Ft. | 600 | 6.00 | 3,600.00 |
| 16 | | Toe Trench Excavation | Cu. Yd. | 70 | 7.00 | 490.00 |
| 17 | | Riprap Class 100 | Cu. Yd. | 200 | 9.00 | 1,800.00 |

## LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Powder River (MILES) Bridge UNIT OR PART ______ sheet 2 of 3

HIGHWAY Medical Springs PREFIX 101-1982 COUNTY Baker

| ITEM NO | SPEC. NO | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 18 | | Guardrail Type 2A | Lin. Ft. | 100 | 20.00 | 2,000.00 |
| 19 | | Guardrail Type 3 | Lin. Ft. | 100 | 30.00 | 3,000.00 |
| 20 | | Guardrail Anchors Type 1 | Each | 4 | 300.00 | 1,200.00 |
| 21 | | Guardrail End Pieces | Each | 4 | 80.00 | 320.00 |
| 22 | | Bridge Removal Work | L. S. | 100% | | 7,000.00 |
| 23 | | Structural Excavation | Cu.Yd. | 25 | 8.00 | 200.00 |
| 24 | | Shoring & Cribbing | L. S. | 100% | | 2,000.00 |
| 25 | | Furnish Pile Driving Equipment | L. S. | 100% | | 5,000.00 |
| 26 | | Furnish Steel Piling | Lin. Ft. | 500 | 18.00 | 9,000.00 |
| 27 | | Drive Steel Piling | Lin. Ft. | 500 | 8.00 | 4,000.00 |
| 28 | | Structural Concrete | L. S. | 100% | | 18,000.00 |
| 29 | | Reinforcement | L. S. | 100% | | 5,000.00 |
| 30 | | 110'/115' prestressed beam | Each | 5 | 10,500 | 52,500.00 |
| 31 | | Metal Bridge Railing | Lin. Ft. | 225 | 40.00 | 9,000.00 |
| | | | | | | |
| | | | | | | |
| | | | | | | |

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Powder River (Miles) Bridge UNIT OR PART ______ sheet 3 of 3

HIGHWAY Medical Springs PREFIX 101-1982 COUNTY Baker

| ITEM NO | SPEC. NO | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | Anticipated Items | | | | |
| | | Striping | | | | 3,000.00 |
| | | Enginnering & Contingencies @ 20% | | | | 44,246.00 |
| | | | | | | |
| | | Total estimated Cost - - - - | - - - - | | | 265,476.00 |
| | | | | | | |
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Sht. 1 of 2

# LOCATION DESIGN

## ASSIGNMENT SHEET and PROJECT DIARY

Section Powder River (Miles) Bridge Highway Medical Springs County Baker

Assigned By Al Hansen Designer Jim Gressman Date 4-10-84

Directions Review the field location data using the Designers Check List

Narrative By Designer The prospectus calls for replacing a 72' steel pony truss with a wider and longer 32' x 110' prestressed concrete structure. Timber approach spans on either side of the existing structure are to be replaced with embankment and surfacing. Horizontal alignment and the profile both remain the same. The vicinity map was updated to show profile details.

The proposed typical section for the main roadway is 32 feet wide with 3:1 rock slopes. The field cross-sections show 1½:1 and 2:1 rock slopes, which were flattened to slopes of 3:1. Joe Fields of Surfacing Design proposed 16-inches of 1"-0 Aggregate Base in place of 18-inches. 4-inches of Class "C" AC Mix is recommended for full depth sections. 2-inches will be used on the overlay sections. Typical sections for the main roadway were revised on the vicinity map. Aggregate Base quantities were calculated and found to match those quantities shown on the field estimate. The quantity includes 12-inches of aggregate base needed for the detour. All prices were checked through G. Sanford of Cost Analysis.

The unit price for Aggregate Base increased $4.00 resulting in $4,400 of additional cost. Quantities were reduced in AC mix for a reduction of $2,500. "Embankment in Place" quantities were reduced by 270 Cu. Yds.

Side slopes on cross-sections were flattened from 1½:1 to 2:1, resulting in wider sections. The proposed 8'-2" by 5'-9" CMP extensions for Duncan Ditch increased 5 feet left and 4 feet right. The pipe for Erwin Ditch increased 1-foot left and 4-feet right. These pipe extensions reach 2 feet beyond the toes of slopes as shown on the cross-sections. G. Sanford quoted a price of 95¢/lb., which figures to $91/ft. The field estimate's unit price of $130 seems realistic due to location. The additional pipe costs another $1,800. Placement of pipes are shown on the vicinity map print.

D. Bryson of Hydraulics okayed Class 100 Riprap for this

NOTED
J. GRASSMAN

project. This size would also accomodate the cattle passes beneath the structure. No filter blanket is required, and quantities appear to be sufficient.

The cost of building a new structure is itemized in the field estimate. J. Chidsey of Bridge Design submitted a total cost of $246,000, which includes 20% for Engineering and Contingencies, for building the structure. This price is about $120,000 higher than the field estimate price. Chidsey increased the cost for Bridge Removal Work from $7,000 to $20,000.

The proposed detour on the vicinity map shows reversing curves labeled 4°45', and are actually 19°. Alignment, profile, and roadway width all remain the same. The cross-sections on the field data do not show any surfacing, and embankment quantities were calculated to finish grade. J. Chidsey submitted a cost of $50,000 for building and removing a temporary structure for the detour. He also mentioned that costs could be reduced by using the old structure over the highway and building approach bents. D. Bryson of Hydraulics said that we could use the same size pipe in the ditches under the detour as that size used for the mainline. Additional pipe extensions west of the project resulted in less pipe extensions required for the detour, 5 feet for Duncan Ditch and 3 feet for Erwin Ditch.

A separate calculation sheet was made showing the cost of Constructing and Removing the Detour. Total cost came to $68,000 excluding the cost of Aggregate Base, which is included in the bid item for 1"-0 Aggregate Base. This price is well above the field estimate price. A typical section for the detour was added to the vicinity map. The plan already shows a temporary detour easement.

No calculations for quantities are provided in the field location data for most of the bid items including the cost of constructing and removing the detour. Two vicinity maps are provided in the field location data, one for a plan and one for the profile and typical sections. Many corrections were made to both maps. Construction details are shown on the vicinity map plan.

No additional R/W was shown on the vicinity map for permanent slope easements. New toes of slopes are shown on the vicinity map print along with possible R/W takings enclosing the fill slopes.

The field estimate for total cost of the project is $265,476, well below HBR funding of $450,000. The new estimate, excluding all R/W takings, totals $444,760.

James I. Grassman

## LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Powder River (Miles) Bridge UNIT OR PART ____ sheet 1 of 3

HIGHWAY Medical Springs PREFIX 101-1982 COUNTY Baker

| ITEM NO | SPEC. NO | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 1 | | Mobilization @ 9% | L.S. | 100% | | 13,000.00<br>~~17,000.00~~ |
| 2 | | Temporary Protection & Direction of Traffic | L.S. | 100% | | 2,000.00 |
| 3 | | Temporary Signs | Sq. Ft. | 180 | 10.00 | 1,800.00 |
| 4 | | Temporary Cont. Rail Traffic Barrier Reflec. | Lin. Ft. | 120 | 10.00 | 1,200.00 |
| 5 | | Flagger | Hour | 120 | 15.00 | 1,800.00 |
| 6 | | Temporary Fencing Type 1 | Lin.Ft. | 460 | 3.00 | 1,380.00 |
| 7 | | Construct & Remove Detour | L.S. | 100% | | 68,000.00<br>~~30,000.00~~ |
| 8 | | Removal of Structures & Obstructions | L.S. | 100% | | 2,000.00 |
| 9 | | General Embankment("L" line only) | Cu. Yd. | ~~1300~~ 1,030 | 6.00 | 6,180.00<br>~~7,800.00~~ |
| 10 | | 8'-2" x 5'-9" 12ga. multi-plate CMP | Lin.Ft. | ~~58~~ 72 | OK 130.00 | 9,360.00<br>~~7,540.00~~ |
| 11 | | Construct Road Approach | Each | 4 ✓ | 200.00 ✓ | 800.00 |
| 12 | | Aggregate Base 1"-0 | Ton | 1100 O.K | 11.00 ~~7.00~~ | 12,100.00<br>~~7,700.00~~ |
| 13 | | Class "B" or "C" AC | Ton | ~~250~~ 200 | 50.00 | 10,000.00<br>~~12,500.00~~ |
| 14 | | Fencing Type 1 | Lin. Ft | 120 | 5.00 | 600.00 |
| 15 | | Fencing Type 2 | Lin. Ft. | 600 | 4.00 ~~6.00~~ | 2,400.00<br>~~3,600.00~~ |
| 16 | | Toe Trench Excavation | Cu. Yd. | 70 | 7.00 | 490.00 |
| 17 | | Riprap Class 100 | Cu. Yd. | 200 | 15.00 ~~9.00~~ | 3,000.00<br>~~1,800.00~~ |

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Powder River (MILES) Bridge UNIT OR PART ______ sheet 2 of 3

HIGHWAY Medical Springs PREFIX 101-1982 COUNTY Baker

| ITEM NO | SPEC. NO | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 18 | | Guardrail Type 2A | Lin. Ft. | 100 | 20.00 | 2,000.00 |
| 19 | | Guardrail Type 3 | Lin. Ft. | 100 | 30.00 | 3,000.00 |
| 20 | | Guardrail Anchors Type 1 | Each | 4 | 300.00 | 1,200.00 |
| 21 | | Guardrail End Pieces | Each | 4 | 80.00 | 320.00 |
| 22 | | Bridge Removal Work | L. S. | 100% | | 20,000.00<br>~~7,000.00~~ |
| 23 | | Structural Excavation | Cu.Yd. | 25 | 8.00 | 200.00 |
| 24 | | Shoring & Cribbing | L. S. | 100% | | 2,000.00 |
| 25 | | Furnish Pile Driving Equipment | L. S. | 100% | | 5,000.00 |
| 26 | | Furnish Steel Piling | Lin. Ft. | 500 | 18.00 | 9,000.00 |
| 27 | | Drive Steel Piling Structure | Lin. Ft. | 500 | 8.00 | 4,000.00 |
| 28 | | Structural Concrete $104,700 | L. S. | 100% | | 18,000.00 |
| 29 | | Reinforcement +20% E.&C<br>$125,640 | L. S. | 100% | | 5,000.00 |
| 30 | | 110'/115' prestressed beam | Each | 5 | 10,500 | 52,500.00 |
| 31 | | Metal Bridge Railing | Lin. Ft. | 225 | 40.00 | 9,000.00 |
| | | | | TOTAL | | 162,630 |
| | | Striping | | | | 3,000 |
| | | | | Sub- | TOTAL | $165,630 |

## LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Powder River (Miles) Bridge UNIT OR PART ____________ sheet 3 of 3

HIGHWAY Medical Springs PREFIX 101-1982 COUNTY Baker

| ITEM NO | SPEC. NO | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| | | | | | | $165,350 |
| | | ~~Anticipated Items~~ | | | | |
| | | ~~Striping~~ | | | | ~~3,000.00~~ |
| | | Enginnering & Contingencies @ 20% | | | | 33,130.00<br>~~44,246.00~~ |
| | | Structures | | | | 246,000.00 |
| | | Total estimated Cost - - - - - - - - - | | | | ~~265,476.00~~ |
| | | | | | | $444,760.00 |
| | | | | | | |
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[illegible] 340

**STATE OF OREGON** **INTEROFFICE MEMO**
HIGHWAY DIVISION - LOCATION UNIT LOC 17

TO: METRO REGION AND
SURVEY PROSPECTUS RECIPIENTS

DATE: April 4, 1984

FROM: Norman S. Davis Norm Davis
Costs and Records Specialist

SUBJECT: Prefix Correction
Powder River (Miles) Bridge #2314
Baker County

Attached is a copy of Project Prospectus Part 4 for survey authorization number one. Please note the prefix correction.

The previous prefix was 101-1982. The corrected prefix is 101-1983. Disregard the previous prefix and use the corrected prefix 101-1983.

Please call me at 378-8390 if you have any questions.

NSD:ge

1 Versteeg ✓
Anderson
cy Adams
BN cy Macnab
2 Edwards E
Terpin
3 Trout VT
cy Wakerlig

RECEIVED
APR 9 1984
ROAD DESIGN SECTION

Not File ☐
Return To
Bring Up / /
Action

81-125-1387

## PROJEC, PROSPECTUS
PART 4 — SURVEY AUTHORITY

Baker Co.

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

SECTION Powder River (Miles) Bridge #2314

REGION 5

GOICAL SPRINGS HWY #340

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 101-1983

DATE 12/9/83

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $10,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 200 | 935 SOILS | | 500 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 200 |
| 905 FINAL DESIGN | | 4,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 1,500 |
| 906 BRIDGE DESIGN | | 10,000 | 921 SPECIFICA-TIONS | | 3,000 | 938 REGION ENVIRONMENT | | 100 |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 6,500 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 800 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |
| | | | | | | TOTALS | $ | $ 38,400 |
| RIGHT-OF-WAY PREFIX | | | | | | PREVIOUS AUTHORIZATION | | $ |
| FEDERAL AID PROJECT NUMBER BRS-184(1) | | | | | | ADD. AUTH. REQUIRED | | $ |

LOCATION ENGINEER'S REMARKS

This prefix cancels state prefix 001-1480.

| | | | |
|---|---|---|---|
| PREPARED BY | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X Duane E. Schwartz | DATE<br>2/27/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>12-9-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X E S Hunter | DATE<br>2-24-84 |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE<br>2-22-84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>2-24-84 | |

734-1914 (7-82)

17,088

CCN 17-1
Powder R.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

March 26, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Powder River (Miles) Br. #2314
Medical Springs Highway
Baker County
BRS-184(1)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council of Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachments (4)

for [illegible] 3/30/84
Date

ENVIRONMENTAL SECTION
April 5, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Norm Davis
Surfacing Design
Bob Hector
John Preston
Vernal Moore
Clayton Ansell
Don Keyes (8)

Form 734-3122

## PROJECT PROSPECTUS
### PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION
Powder River (Miles) Bridge #2314

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre for a temporary constructio easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: Bridge replacement only; a nearby farmstead will not be adversely affected by the temporary construction easement. The project is consistent with the Baker County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will remain unchanged. Safety will be enhanced as the existing structure has deteriorated requiring temporary repairs to keep it in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact is anticipated as large irrigation related withdrawals reduce the Powder River to a mere trickle during the summer construction season. The flow of water in the two adjacent irrigation canals will have to remain uninterrupted during construction.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

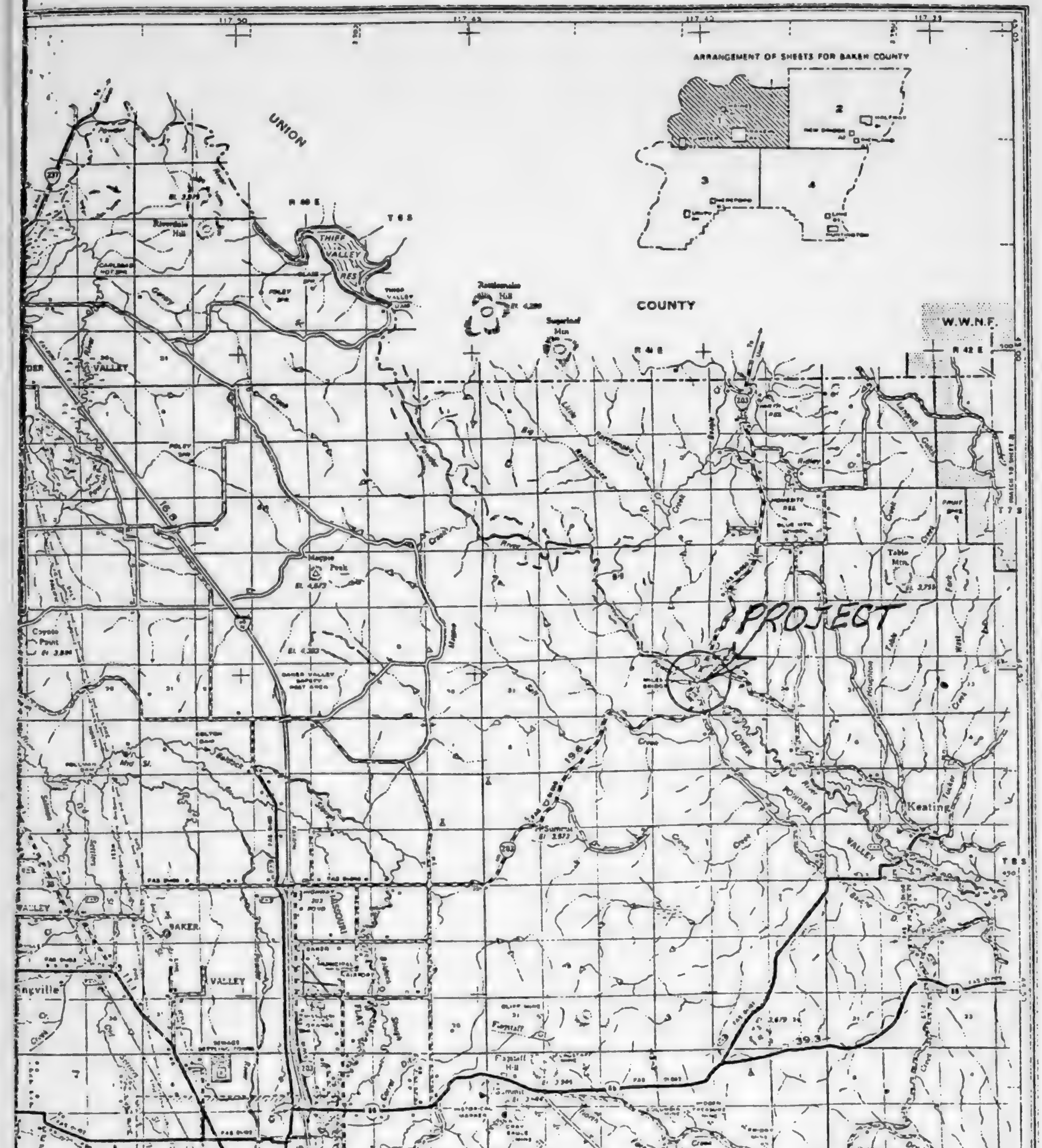
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacemen involving less than one acre of right-of-wa acquisition for a temporary construction easement. No other adverse human or physic impacts are anticipated.

OTHER DOCUMENTATION

| | | |
|---|---|---|
| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
| X John Preston | 963-3177 | |


117 50
117 45
117 42
117 35
ARRANGEMENT OF SHEETS FOR BAKER COUNTY
1
2
3
4
UNION
COUNTY
W.W.N.F.
R 40 E
R 41 E
R 42 E
T 6 S
T 7 S
T 8 S
T 9 S
Thief Valley Res
Riverdale Hill
Rattlesnake Hill
Sugarloaf Mtn
Magpie Peak
El. 4,873
Coyote Point
VALLEY
Table Mtn.
El. 3,759
Houghton
Table
Wolf
Tucker
Keating
LOWER
POWDER
VALLEY
River
Creek
Sunrise
El. 2,873
Flagstaff
Flagstaff Hill
Virtue
Flat
Sisrah Lake
BAKER
VALLEY
BAKER
Haines
Magpie
Missouri
Flat
30
86
203
7
39.3

PROJECT

Form E-363 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

# LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 101-1982 Highway Medical Springs Section Powder River (Miles) Bridge

Highway Class ........................ Date March 23, 1984

Yes No N/A*

1. Are the following being submitted?
- ☐ ☑ ☐ a. Detail Map (Hard Copy).
- ☐ ☑ ☐ b. Small Scale Ownership Map.
- ☐ ☑ ☐ c. Abandonment Map.
- ☑ ☐ ☐ d. Vicinity Maps (PUC and Structures).
- ☐ ☑ ☐ e. RR Encroachment Maps and Cross Sections.
- ☐ ☑ ☐ f. Interchange Layout Sheets.
- ☑ ☐ ☐ g. Location Profile.
- ☑ ☐ ☐ h. Located Line Cross Sections.
- ☐ ☐ ☑ i. Mass Diagram.
- ☑ ☐ ☐ j. Earthwork and Other Calculations to Support Estimate.
- ☑ ☐ ☐ k. Field Notes.
- ☐ ☐ ☑ l. Coordinate Sheets.
- ☐ ☐ ☑ m. Clearing and Grubbing Chart.
- ☐ ☐ ☑ n. Report on Bench Mark Recoveries (Form E-369)
- ☐ ☐ ☑ (1) Description of Bench Mark (Form E-185).
- ☐ ☐ ☑ (2) Report on Condition of Bench Mark (Form E-186).
- ☐ ☐ ☑ o. Photostats of Deeds and Legal Instruments covering Ownerships.
- ☐ ☐ ☑ p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
- ☐ ☐ ☑ q. Property Appraisal and justifications for alternate facilities.
- ☐ ☐ ☑ r. Preliminary Soils and Material Report.
- ☐ ☐ ☑ s. Statement of Source of Materials and Stockpile Site (Form E-368).
- ☐ ☐ ☑ t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
- ☐ ☐ ☑ u. Estimate for Movement of Utilities.
- ☑ ☐ ☐ v. Quantity Summary.
- ☑ ☐ ☐ w. Cost Estimate.
- ☑ ☐ ☐ x. Narrative Report of Survey.

- ☐ ☐ ☑ 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
- ☐ ☑ ☐ 3. Have all required temporary easements been designated as to area, type and duration?
- ☐ ☑ ☐ 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
- ☐ ☑ ☐ 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
- ☑ ☐ ☐ 6. Have you investigated drift conditions (snow and sand)?
- ☐ ☑ ☐ 7. Are there slide conditions apparent?
- ☐ ☑ ☐ 8. Have you been over this project with a Soils representative?
- ☐ ☑ ☐ 9. Have you been over this project with a R/W representative?

10. Has a typical section of the following been platted on the location profile?
- ☑ ☐ ☐ a. Roadbed Grading, with Surfacing.
- ☐ ☐ ☑ b. Retaining Walls.
- ☐ ☐ ☑ c. Slope Benching.
- ☐ ☐ ☑ d. Hand Placed Slopes.
- ☐ ☑ ☐ e. Rip Rap Work.
- ☑ ☐ ☐ f. Irrigation Ditches.
- ☐ ☐ ☑ g. Special Drainage Ditches.
- ☐ ☐ ☑ h. Channel Changes.
- ☐ ☐ ☑ i. Flumes.
- ☐ ☐ ☑ j. Sidewalks, Curbs and Gutters.
- ☐ ☐ ☑ k. Tunnel (Drainage).

- ☐ ☐ ☑ 11. Is relocation of a scale site necessary?
- ☐ ☑ ☐ 12. Does this project involve construction of a frontage road?
- ☐ ☑ ☐ 13. Will there be unusual difficulty in handling traffic during construction?
- ☑ ☐ ☐ 14. Have all important alignment points been referenced?
- ☑ ☐ ☐ 15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature Joe Schlieski Locating Engineer

Address La Grande, Oregon 97850

CON 19-1

rll 10,088

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRS-184(1) + [illegible]

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-24-84

4. PROGRAM NO.

5. ITEM NO.
40146

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
| 2/24/84 | Secondary 184 | Secondary 340 |

10. GENERAL LOCATION:

powder River (Miles) Bridge #2314 Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY

TEC $38,400
FF $30,720

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/10/84.

RECEIVED
STATE HWY ENGR
FEB 29 '84
REFER TO
Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to
2/29

| | | |
|---|---|---|
| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
| 2/24/84 | G. K. Hoessner | for Division Administrator |

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,987

101-1983

# OREGON DEPARTMENT OF TRANSPORTATION

## STRUCTURAL DESIGN SECTION

## PRELIMINARY DESIGN COST ESTIMATE

## STRUCTURAL AND A.M.I.

NAME Powder River (Miles) BRIDGE NO. 2314

SECTION ______ PREFIX NO. ______

HIGHWAY Medical Springs COUNTY Baker

ESTIMATE REQUESTED BY Location DATE 1·26·84

ESTIMATE MADE BY ______ DATE 2·17·84

ESTIMATE MADE FROM Location Prospectus

ESTIMATED STRUCTURE SIZE 194'x32'

ESTIMATED STRUCTURE TYPE Type III AASHTO Bms

ESTIMATED STRUCTURE COST $ 286,000 x 1.4

ESTIMATED STRUCTURAL DESIGN COST $ 10.000

TYPE OF A.M.I. PROJECT ______

ESTIMATED PROJECT COST $______

ESTIMATED A.M.I. DESIGN COST $ —

TOTAL $ 10000

APPROVED ______

DATE 2·17·84

Con 19-1

TO: Dale E. Wilken/ 10, [illegible]
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO [illegible]CATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. FED. S | ROUTE NO. STATE |
|---|---|---|---|---|---|
| SR 203, 5.9 mi. S. of Union Co. Line<br>"Powder River (Miles) Bridge Sec." | 118 | 40146 | BRS-184(1) | 184 | 340 |

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Baker Code 001

A-95 Review:

State Cl. Ho......... Exempt X Date Approved ____

Dist.____Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) Br. No. 2314 SR 45.1

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

| | | |
|---|---|---|
| | TEC NTE | $ 38,400 |
| 80% | FF | $ 30,720 |
| | STATE | $ 7,680 |
| | ____ | $ |

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:

Attached is a copy of part 1,2,&4 of project prospectus.

JLG:lks

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 2-10-84 | ORIGINAL SIGNED BY<br>CARY A. POTTER<br>Gary A. Potter | Manager, Program Section |

XC: GENERAL FILES

#340/~~FAS~~

# PROJE' ' PROSPECTUS
## PART 4 — SURVEY AUTHORITY

BAKER Co.

**SEE INSTRUCTIONS ON REVERSE**

| | |
|---|---|
| KEY ID# | |
| SECTION | Powder River (Miles) Bridge #2314 |
| REGION | 5 |

## SURVEY AUTHORITY

| AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|
| | 101-1480 | 1-25-84 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 10,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 200 |
| 905 FINAL DESIGN | | | 920 PROGRAM MANAGEMENT | | | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | | 938 REGION ENVIRONMENT | | 100 |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 6,500 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 800 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 18,600 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This prefix will provide funds for the investigation of the replacement of the structure until HBR funds are programed.

1 Versteeg ✓
Anderson
(cy to Bud) Adams
(cy) Macnab
2 Edwards
Terpin
3 Trout
(cy) Wakerlig

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

| | | | |
|---|---|---|---|
| PREPARED BY<br>Ronald T. Noble | DATE<br>1-25-84 | APPROVED. ASST HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED. REGION ENGINEER<br>X | DATE | APPROVED ASST HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

92M0001

SEE INSTRUCTIONS ON REVERSE

| | | | |
|---|---|---|---|
| SECTION<br>Powder River ~~Mills~~ (Miles) Bridge (#2314) | | | KEY ID #<br>01269 |
| | | | REGION<br>5 |
| STATE HIGHWAY #<br>340 | HIGHWAY NAME<br>Medical Springs | MILE POST<br>FROM 28.82 TO | LENGTH |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY<br>Baker | ROAD/STREET NAME |
| ROUTE #<br>ORE 203 | FEDERAL AID #<br>FAS 184 | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ 11-83<br>~~30~~ 45 |
| RIGHT OF WAY | | $ |
| ROADWAY | $ | |
| STRUCTURES | $ 315<br>~~268~~ | |
| SIGNALS | $ | |
| ILLUMINATION | $ | |
| TEMPORARY PROTECTION | $ 10 | |
| | $ | |
| 40% ENGINEERING & CONTINGENCIES | $ 129<br>~~111~~ | |
| TOTAL CONSTRUCTION | | $ 450<br>~~389~~ |
| TOTAL ESTIMATE | | $ 475<br>~~419~~ |

| PROJECT DATA | | |
|---|---|---|
| GRADING | (✓) | |
| PAVING | (✓) | |
| STRUCTURES | (✓) | X |
| SIGNING | (✓) | |
| SIGNALS | (✓) | |
| ILLUMINATION | (✓) | |
| | | |
| ENVIRONMENTAL CLASS | (1,2,3) | 2 |
| DESIGN CATEGORY | (1-7) | 7 |
| WORK TYPE | (1-12) | 5 |

| RIGHT OF WAY | | |
|---|---|---|
| FILES | (#) | |
| ACRES | (#) | |
| RELOCATIONS | (#) | |
| **WORK BY STATE/CONSULTANT/APPLICANT** | | |
| PRELIMINARY ENGINEERING | (S,C,A) | S |
| CONSTRUCTION ENGINEERING | (S,C,A) | S |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | |

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85 | RECOMMENDED FUNDING SOURCE<br>HBR | RECOMMENDED PROGRAM YEAR<br>1986 |

RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000 s)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000 s)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 80 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1981 | |

DEFINE THE PROBLEM

This structure has deteriorated requiring temporary repairs to keep it in service. Current sufficiency rating is 45.1.

194 x 32

NOTED
D. E. SHA

BRIDGE

PROPOSED SOLUTION

Construct reinforced concrete bridge structure.

REQUESTED REGION ENGINEER
X

DATE
12/07/82

APPROVED ASST HWY ENG FOR OPERATIONS
X

DATE

APPROVED ASST HWY ENG FOR ADMINISTRATION
X

DATE

TRANS. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDS

# PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Powder River (Miles) Bridge #2314

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | | STORM SEWER | | AIRPORT CLEARANCE | N | WETLANDS | |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | | LANDSCAPING | | CONDITIONAL USE | | SENSITIVE LAND | |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | | IRRIGATION | | FLOOD PLAIN | | CULTURAL RESOURCE | |
| RECONNAISSANCE SURVEY | N | DETOUR | | BORROW SOURCE | | CORPS OF ENGINEERS | | DEQ INDIRECT SOURCE | |
| PUBLIC HEARING | N | ILLUMINATION | | MATERIAL SOURCE | | COAST GUARD | | DEQ NON-POINT SOURCE WATER | |
| FIELD SURVEY | S | RR CROSSING | | DISPOSAL SITE | | STATE LANDS | | SECTION 106 | |
| VICINITY MAP | S | RR PROTECTION | | LOCAL AGREEMENT | | GEOLOGY AND MINERALS | | NOISE STUDY | |
| SOILS INVESTIGATION | S | RR SEPARATION | | NAVIGABLE STREAM | | BUILDING | | SECTION 4(F) | |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | | ▨ | | SIGNALS | | OLD (#) | NEW (#) |

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

| | | | |
|---|---|---|---|
| UTILITIES | | (LIST BELOW) | |

COMPANIES
Telephone Utilities,Inc.
C.P.National

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | 2 | ACCESS CONTROL (Y/N) | N |

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| | | | | 2 | | | 10 | x | 10 | | | 2 | | | | |
| | | | | 4 | | | 12 | | 12 | | | 4 | | | | |

## PROPOSED 200' taper

SUGGESTED BASE DESIGN

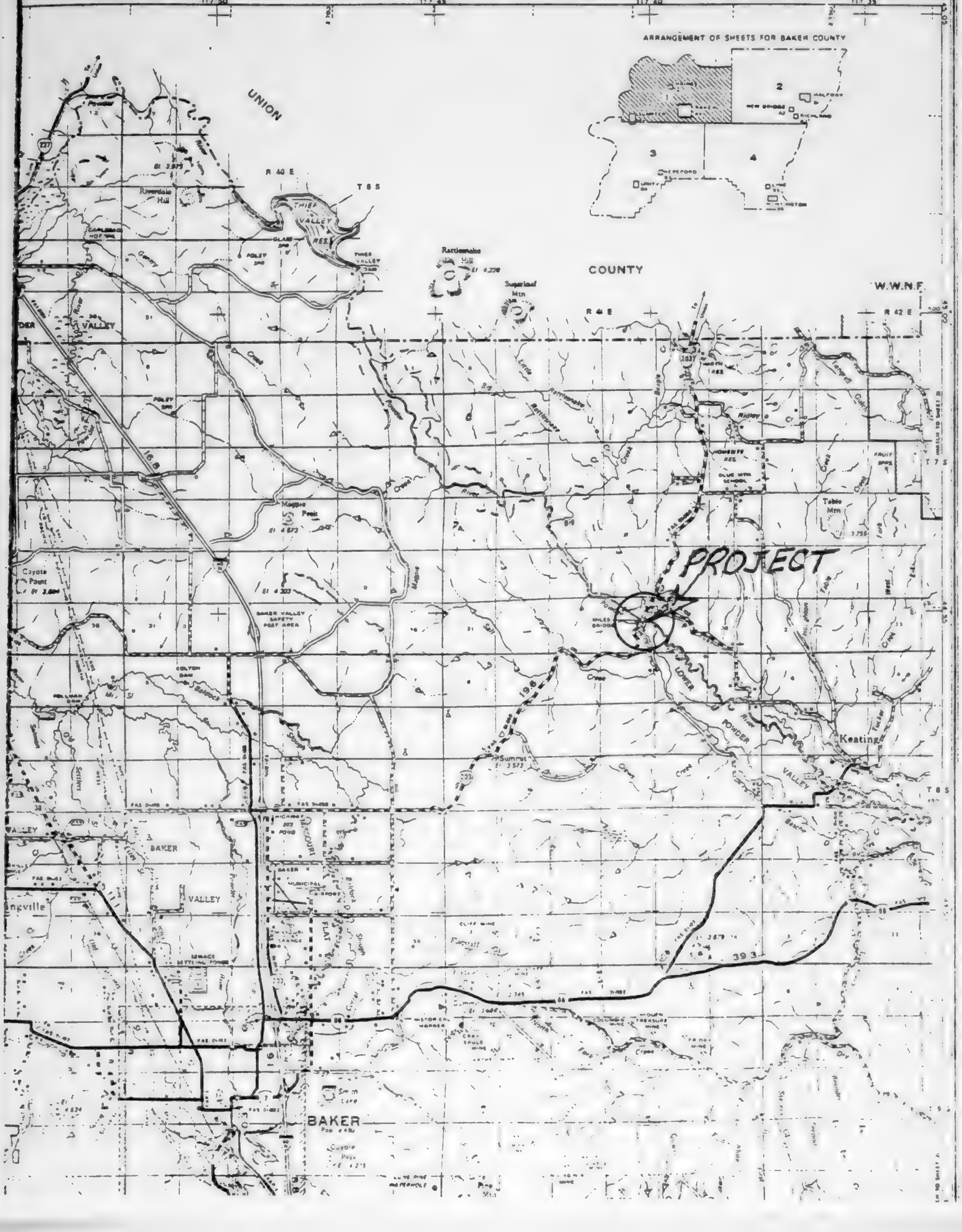
| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| Taper Base Rock | 18" | | Overlay AC | 2" | |
| Taper AC | 4" | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 194' | 32' | $332,000. | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

PROGRAM SECTION
PROJECT UNIT

734-1912 (7-82)


ARRANGEMENT OF SHEETS FOR BAKER COUNTY
1
2
3
4
UNION
COUNTY
W.W.N.F.
PROJECT
R 40 E
R 41 E
R 42 E
T 6 S
T 7 S
T 8 S
117 50
117 45
117 40
117 35
Riverdale Hill
THIEF VALLEY RES.
Rattlesnake Hill
Sugarloaf Mtn
Magpie Peak
Coyote Point
Table Mtn
Summit
Keating
LOWER
POWDER
VALLEY
BAKER
VALLEY
FLAT
BAKER
Smith Lake
Coyote Peak
Powder
River
Creek
Big
Salt
Pine
Eagle
203
86
393
30
Ritter
Fruit
Lenon
Ridley
ngville

## PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SECTION
Powder River (Mills) Bridge (#2314)

REGION
5

## PROJECT JUSTIFICATION

This structure consists of treated timber approach spans over irrigation ditches and a steel Pony Truss over the Powder River. It was constructed in 1937 and has a sufficiency rating of 45.1. A considerable amount of temporary repairs have been required to keep this structure in service. It is noted the approach spans have far exceeded the normal design life and additional costly temporary repairs will be required to keep the structure in service.

The approach spans should be upland with fills with culverts and the pony truss replaced with a reinforced concrete bridge structure.

This project is consistent with the Division's goal of replacing substandard bridges in order to maintain the highway system.

## ADMINISTRATION RECOMMENDATION

# PROJEC PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Baker Co.

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

SECTION Powder River (Miles) Bridge #2314

REGION 5

MEDICAL SPRINGS HWY #340

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 101-1982

DATE 12/9/83

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $10,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 200 | 935 SOILS | | 500 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 200 |
| 905 FINAL DESIGN | | 4,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 1,500 |
| 906 BRIDGE DESIGN | | 10,000 | 921 SPECIFICA-TIONS | | 3,000 | 938 REGION ENVIRONMENT | | 100 |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 6,500 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 800 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |
| | | | | | | TOTALS | $ | $ 38,400 |

RIGHT-OF-WAY PREFIX

| | |
|---|---|
| PREVIOUS AUTHORIZATION | $ |
| ADD. AUTH. REQUIRED | $ |

FEDERAL AID PROJECT NUMBER BRS-184(1)

LOCATION ENGINEER'S REMARKS

This prefix cancels state prefix 001-1480.

1 Versteeg ✓
Anderson
Cy Adams mann
Cy Macnab
2 Edwards E
Terpin
3 Trout
Cy Wakeley

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

| | | | |
|---|---|---|---|
| PREPARED BY | DATE | APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X Duane B. Schwartz | DATE<br>2/27/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>12-9-83 | APPROVED ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE<br>2-24-84 |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE<br>[illegible] | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>2-24-84 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 - PROJECT REQUEST

PRMOOD1

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01269

SECTION: Powder River ~~(Mills)~~ (Miles) Bridge (#2314)

REGION: 5

STATE HIGHWAY #: 340

HIGHWAY NAME: Medical Springs

MILE POST FROM 28.82 TO

LENGTH:

☐ URBAN
☒ RURAL

CITY:

COUNTY: Baker

ROAD/STREET NAME:

ROUTE #: ORE 203

FEDERAL AID #: FAS 184

APPLICANT (IF OTHER THAN STATE):

| COST ESTIMATES (000's) | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ 1-11-83 ~~30~~ 40 |
| RIGHT OF WAY | | $ |
| ROADWAY | $ 10 | |
| STRUCTURES | $ 286 ~~268~~ | |
| SIGNALS | $ | |
| ILLUMINATION | $ | |
| TEMPORARY PROTECTION | $ 15 ~~10~~ | |
| Remove Exist Br. | $ 20 | |
| 40% ENGINEERING & CONTINGENCIES | $ 129 ~~111~~ | |
| TOTAL CONSTRUCTION | | $ 452 ~~389~~ |
| TOTAL ESTIMATE | | $ 492 ~~419~~ |

| PROJECT DATA | | |
|---|---|---|
| GRADING | (✓) | ✓ |
| PAVING | (✓) | ✓ |
| STRUCTURES | (✓) | X |
| SIGNING | (✓) | |
| SIGNALS | (✓) | |
| ILLUMINATION | (✓) | |
| | | |
| ENVIRONMENTAL CLASS | (1,2,3) | 2 |
| DESIGN CATEGORY | (1-7) | 7 |
| WORK TYPE | (1-12) | 5 |

| RIGHT OF WAY | | |
|---|---|---|
| FILES | (#) | |
| ACRES | (#) | |
| RELOCATIONS | (#) | |
| **WORK BY STATE/CONSULTANT/APPLICANT** | | |
| PRELIMINARY ENGINEERING | (S,C,A) | S |
| CONSTRUCTION ENGINEERING | (S,C,A) | S |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | |

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/PROGRAMMING

RECOMMENDED LETTING DATE (QUARTER/YEAR): 1 ~~3~~/85

RECOMMENDED FUNDING SOURCE: HBR

RECOMMENDED PROGRAM YEAR: ~~1986~~ '85

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 80 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1981 | |

DEFINE THE PROBLEM

This structure has deteriorated requiring temporary repairs to keep it in service. Current sufficiency rating is 45.1.

194 x 32

NOTED
D. E. SHA[illegible]

JAN 1
BRIDGE SECTION

PROPOSED SOLUTION

Construct reinforced concrete bridge structure.

REQUESTED REGION ENGINEER
X

DATE 12/07/82

APPROVED ASST HWY ENG FOR OPERATIONS
X

DATE

APPROVED ASST HWY ENG FOR ADMINISTRATION
X

| DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |
|---|---|---|---|
| | | | |

## PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SECTION
Powder River (Mills) Bridge (#2314)

REGION
5

## PROJECT JUSTIFICATION

This structure consists of treated timber approach spans over irrigation ditches and a steel Pony Truss over the Powder River. It was constructed in 1937 and has a sufficiency rating of 45.1. A considerable amount of temporary repairs have been required to keep this structure in service. It is noted the approach spans have far exceeded the normal design life and additional costly temporary repairs will be required to keep the structure in service.

The approach spans should be upland with fills with culverts and the pony truss replaced with a reinforced concrete bridge structure.

This project is consistent with the Division's goal of replacing substandard bridges in order to maintain the highway system.

Note: Costs assume [illegible] detour [illegible] Keating [illegible] (6 mi)
[illegible] approx. #[illegible]

## ADMINISTRATION RECOMMENDATION

# PROJE( PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 5

SECTION Powder River (Miles) Bridge #2314

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | S | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | S | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | NEW (#) |
| | | | | | | UTILITIES | S | (LIST BELOW) | |

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

COMPANIES
Telephone Utilities,Inc.
C.P.National

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | 2 | ACCESS CONTROL (Y/N) | N | DESIGN SPEED 55 | DESIGN STANDARDS AASHTO |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| | | | | 2 | | | 10 | x | 10 | | | 2 | | | | |
| | | | | 4 | | | 12 | | 12 | | | 4 | | | | |

**PROPOSED** 200' taper

| SUGGESTED BASE DESIGN | | | | | |
|---|---|---|---|---|---|
| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
| Taper Base Rock | 18" | | Overlay AC | 2" | |
| Taper AC | 4" | | | | |

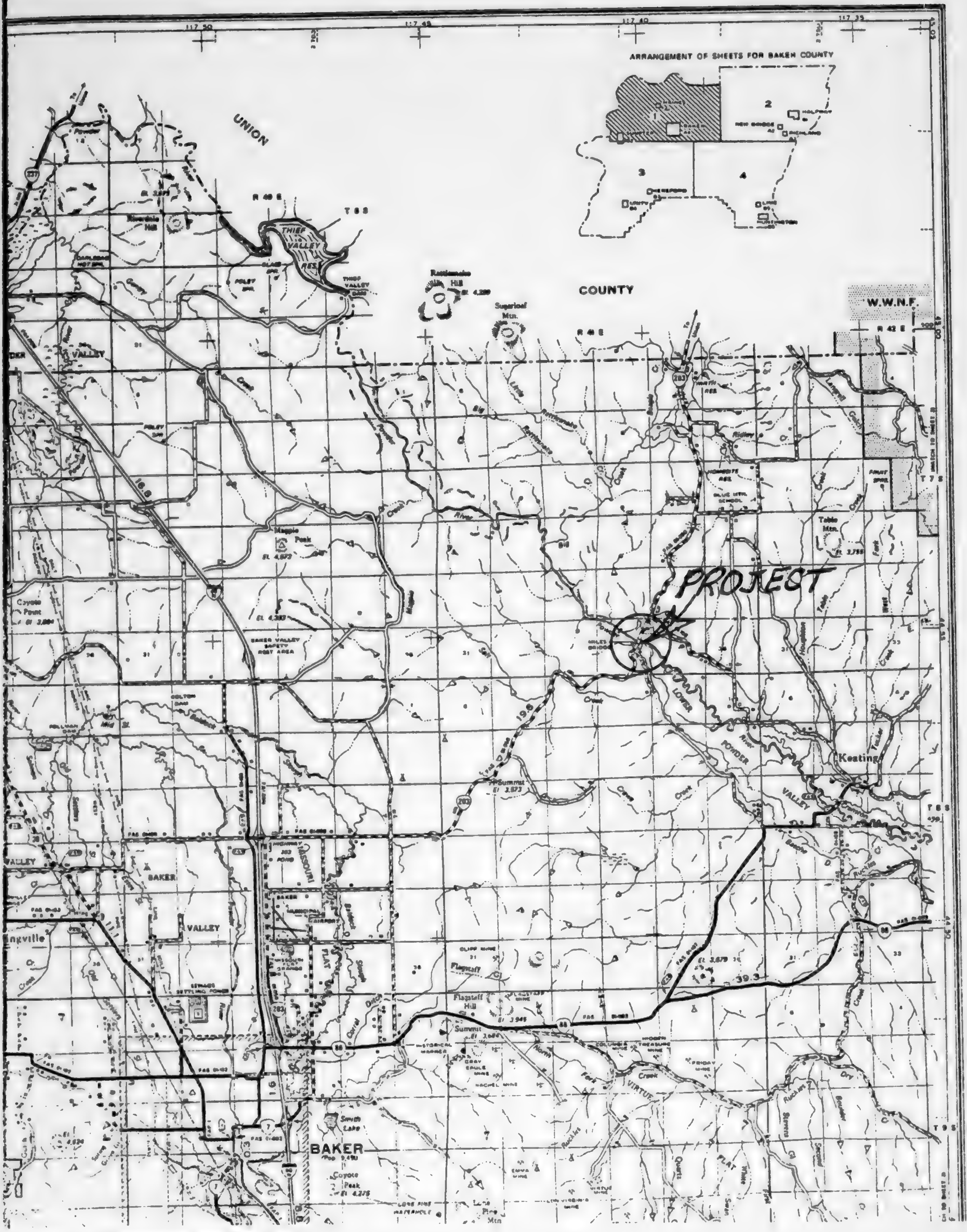
| STRUCTURE DATA | | | | | | | |
|---|---|---|---|---|---|---|---|
| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
| BRIDGE 1 | 194' | 32' | 286.000<br>~~$332,000.~~ | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)



117 50
117 45
117 40
117 35
ARRANGEMENT OF SHEETS FOR BAKER COUNTY
1
2
3
4
NEW BRIDGE
RICHLAND
HALFWAY
HEREFORD
UNITY
LIME
HUNTINGTON
UNION
COUNTY
W.W.N.F.
R 40 E
R 41 E
R 42 E
T 6 S
T 7 S
T 8 S
T 9 S
THIEF VALLEY RES.
THIEF VALLEY DAM
Rattlesnake Hill
Sugarloaf Mtn.
Magpie Peak
Coyote Point
BAKER VALLEY SAFETY REST AREA
HOMESTEAD RES.
BLUE MTN. SCHOOL
Table Mtn.
PROJECT
MILES BRIDGE
LOWER POWDER VALLEY
River
Creek
Keating
Summit
Flagstaff Hill
Flagstaff
BAKER VALLEY
VALLEY
BAKER
Smith Lake
Coyote Peak
Lone Pine Mtn.
Haines
Wingville
VIRTUE FLAT
Powder
30
86
203
7

1985 Unity Reservoir Guardrail 10,089
Sec., Dooley Mtn. Hwy.
(Grading & guardrail)

10,089

April 9, 1987

CON 5 - #10,089

Fidelity and Deposit Co.
 of Maryland
P.O. Box 489
Portland, OR 97207

On March 20, 1987, we wrote to you concerning release of final payment on Contract No. 10,089 awarded to Weaver Construction Co. for work on the Unity Reservoir Guardrail Project Section of the Dooley Mountain Highway in Baker County.

Final payment on this contract is $4,094.76 and the total contract amount is $232,869.91, including $2,246.25 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Weaver Construction Co.
P.O. Box 428
La Grande, OR 97850

Fidelity and Deposit Co.
 of Maryland
P.O. Box 1227
Baltimore, MD 21203

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

10,089

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10089

**TO:** Commission Services

**DATE:** March 11, 1987

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10089, On Site Work Substantially Completed January 4, 1986

All Work Completed September 22, 1986

Project Unity Reservoir Guardrail Project

Highway Dooley Mountain

County ~~Grant~~ Baker

Type of Work Grading and Guardrail

Contractor Weaver Construction Company

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
MAR 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

letter written
3-20-87
azm

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 18, 1986

In Reply Refer to
File No.
CON 5
10089

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M. Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-178(1) and RS-178(3)

Contract 10089, Work Completed January 4, 1986

Project Unity Reservoir Guardrail Project

Highway Dooley Mountain

County Grant

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 15, 1986

John T. Speir
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAR -2 '87
REFER TO

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
FEB 23 1987
OREGON DIVISION

NOTED
LARRY RULIEN

10,079

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

|  |  |  |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>OREGON |
| MONTHLY TRANSACTION NUMBER<br>7-443 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>BAKER |
| PROJECT REPORT NUMBER |  |  |
| MODIFICATION NUMBER<br>2 | 7-30-86 | Project Number<br>RS-178(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 19 85, is hereby modified as follows:

|  | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 155,941 | $ 143,008 |
| Federal funds | $ 137,461 | $ 126,061 |
| Other revisions |  |  |

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XX FOR: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 25, 1986

Federal-Aid Project No. RS-178(3)

United Reservoir Guardrail Project (Unit 2) Section
Dooley Mountain Highway
Baker County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Guardrail (M.P. 2.98 to 3.44)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Temporary Barricades | $ 100.00 | 1 | $ 100.00 | 0 | $ 0.00 |
| Pilot Car | 15.00 | 150 | 2,250.00 | 0 | 0.00 |
| Stone Embankment | 9.00 | 612 | 5,508.00 | 374.78 | 3,373.00 |
| Two-Tube Steel Railing | 45.00 | 187.74 | 8,448.00 | 0 | 0.00 |
| SUBTOTAL | | | $16,306.00 | | $3,373.00 |

| | |
|---|---|
| Decrease (-) | $ 12,933.00 |
| Subtotal of Previous Estimate of 12-3-85 | 140,438.68 |
| Subtotal | $127,505.68 |
| Engineering | 15,502.32 |
| Total | $143,008.00 |

Length of Project -------------- 0.00 miles

SUMMARY OF FUNDS

| Description | Appn Code | Pro-Rata | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|---|
| Guardrail | 075 | 88.15% | $143,008 | $126,061 | $16,947 |

SubJob 010:0%; SubJob 011: 46%; SubJob 020: 0%; SubJob 021: 54%
Contract No. C10089
Prefix: C101-1990 (PE)
Prefix: C10089

DDB:pf

10,089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>12-100 | | State<br>OREGON |
| PROJECT REPORT NUMBER | | County<br>BAKER |
| MODIFICATION NUMBER<br>1 | | Project Number<br>RS-178(3) |

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26 , 19 85 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 130,332.00 | $ 155,941.00 |
| Federal funds | $ 114,887.00 | $ 137,461.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of [illegible] , 19 85 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~By~~ FOR: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 3, 1985

FEDERAL AID PROJECT NO. RS-178(3)

UNITY RESERVOIR GUARDRAIL PROJECT (UNIT 2) SECTION
DOOLEY MOUNTAIN HIGHWAY
BAKER COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
GUARDRAIL (M.P. 2.98 to M.P. 3.44)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Embankment in Place | $ 6.00 | 1,574 | $ 9,444.00 | 3,640 | $ 21,840.00 |
| Hauling and Placing Aggregate Shoulders | 10.00 | 436 | 4,360.00 | 923 | 9,230.00 |
| Loose Riprap, Class 700 | 9.00 | 1,866 | 16,794.00 | 2,793 | 25,137.00 |
| SUBTOTAL | | | $ 30,598.00 | | $ 56,207.00 |

| | |
|---|---|
| Increase | $ 25,609.00 |
| SUBTOTAL from Estimate of July 23, 1985 | 114,829.68 |
| Subtotal | $ 140,438.68 |
| Engineering | 15,502.32 |
| Total | $ 155,941.00 |

| | |
|---|---|
| Length of Project ------------------- | 0.0 mi. |
| Federal Funds (88.15%) -------------- | $137,461.00 |
| State Funds ------------------------- | 18,480.00 |
| TOTAL | $155,941.00 |

Group 2: 54%
Contract No. 10089
Prefix: 101-1990
Prefix: C10089

Appn Code: 075

RLC:pf

N

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10 089   7-136 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT** | STATE<br>Oregon<br>COUNTY<br>Baker<br>PROJECT NO.<br>RS-178(3) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 246    "Unity Reservoir Guardrail (Unit 2) Project"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-19-85 | 0.0 |

OTHER *(Specify)*

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS   PRO RATA 88.15% |
|---|---|
| $ 130,332.00 | $ 114,887.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator JUL 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

Oregon State Highway Division
Salem, Oregon July 23, 1985

Federal Aid Project No. RS-178(3)

Unity Reservoir Guardrail Project (Unit 2) Section
Dooley Mountain Highway
Baker County

## PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Guardrail (M.P. 2.98 to M.P. 3.44)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | 50% | $ 9,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | 68% | 1,360.00 |
| Temporary Signs | Sq. Ft. | 78 | 10.00 | 780.00 |
| Temporary Barricades | Each | 1 | 100.00 | 100.00 |
| Flaggers | Hour | 300 | 10.00 | 3,000.00 |
| Pilot Car | Hour | 150 | 15.00 | 2,250.00 |
| Clearing and Grubbing | Lump Sum | All | 33% | 3,960.00 |
| Removal of Structures and Obstructions | Lump Sum | All | 49% | 1,715.00 |
| Embankment in Place | Cu. Yd. | 1,574 | 6.00 | 9,444.00 |
| Stone Embankment | Cu. Yd. | 612 | 9.00 | 5,508.00 |
| Watering | M-Gal. | 22 | 16.00 | 352.00 |
| Hauling & Placing Aggregate Shoulders | Cu. Yds. | 436 | 10.00 | 4,360.00 |
| Two Tube Steel Railing | Lin. Ft. | 221 | 45.00 | 9,945.00 |
| 15-inch Culvert Pipe | Lin. Ft. | 108 | 10.00 | 1,080.00 |
| Guardrail, Type 2A | Lin. Ft. | 2,227 | 10.00 | 22,270.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | 16.00 | 1,600.00 |
| Guardrail Anchors, Type 1 | Each | 6 | 425.00 | 2,550.00 |
| Guardrail Anchors, Type 1 Modified | Each | 4 | 375.00 | 1,500.00 |
| Rail End Pieces, Type B | Each | 3 | 100.00 | 300.00 |
| Rail End Pieces, Type B | Each | 6 | 100.00 | 600.00 |
| Rock Gabions | Cu. Yd. | 8 | 100.00 | 800.00 |
| Loose Riprap, Class 700 | Cu. Yd. | 1,866 | 9.00 | 16,794.00 |
| Seeding, Fertilizing, and Mulching | Acre | 1.36 | 600.00 | 816.00 |
| | | | | $ 100,084.00 |

## Anticipated Items

| | | | | |
|---|---|---|---|---|
| Permanent Pavement Striping | All Required | | 68% | $ 1,326.00 |
| State Furnished Shoulder Aggregate | Cu. Yd. | 464 | 7.37 | 3,419.68 |
| Ditchwork | All Required | | | 10,000.00 |
| | | | | $ 14,745.68 |
| | | | Subtotal | $ 114,829.68 |
| | | | Engineering | 15,502.32 |
| | | | Total | $ 130,332.00 |

| | |
|---|---|
| Length of Project | 0.0 mi. |

| | |
|---|---|
| Federal Funds (88.15%) | $ 114,887.00 |
| State Funds | 15,445.00 |
| Total | $ 130,332.00 |

| | |
|---|---|
| Group 2 | 54% |
| Contract No. | 10089 |
| Prefix: | 101-1990<br>C10089 |

10,089

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

## WE LY REPORT FOR CONSTRUCTION JECTS

## FINAL REPORT

WEEK ENDING: May 10, 1986

PROJECT NAME (SECTION): Unity Reservoir Guard Rail

CONTRACT NO: 10089

HIGHWAY: Dooley Mtn.

COUNTY: Baker

F.A. PROJECT NO: HES-178(1), RS-178(3)

CONTRACTOR: Weaver Construction

KIND OF WORK: Grading, guard rail

DATE OF AWARD: July 19, 1985

**PROJECT AUTHORIZATION**

CURRENT AUTHORIZATION $ 249,536.00

ESTIMATED PROJECT COST $ 242,953.52

ESTIMATED PERCENT OVERRUN/UNDERRUN 5.8 %

**ENGINEERING**

AUTHORIZATION $ 19,787.00

COST THIS WEEK $ 00.00

TOTAL TO DATE $ 20,560.78

PERCENT OF AUTHORIZATION 101 %

FIRST NOTIFICATION DATE: Sept. 10, 1985

ESTIMATED DATE OF COMPLETION, OR: Oct. 31, 1985

SECOND NOTIFICATION DATE AND: Jan. 04, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: May 1, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: Guard Rail %

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
|  | 10-31-85 |  |  |  | yes |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES |  |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 3,113CY | 1,644CY | 5,385CY |  |  |  |
| EST. CORRECTED QUANTITIES | 3,113CY | 1,644CY | 5,385CY |  |  |  |
| EST. PERFORMED TO DATE | 5,681CY | 1,950CY | 7,000CY |  |  | 100 |
| PERCENT PERFORMED TO DATE | 100 | 100 | 100 |  |  |  |

ACTIVITIES THIS WEEK:

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

No activity.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Office submitted semifinal on 5-9-86.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

April 29, 1986

Weaver Construction Co.
P. O. Box 588
Union, OR 97883

CON 5
10089

Re: Time Extension Request
Unity Reservoir Guard Rail Project
Contract No. 10089
FAP No. HES-178(1)

Your request for additional contract time in which to complete the above contract has been carefully reviewed. A contract time adjustment of an additional 45 calendar days is granted due to the altered work performed under Price Agreement No. 1.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
Ed Neilsen w/att.
FHWA w/att.
Bruce Walton

TE/274

```
***********************************************************
*                                                         *
* DELIVER TO: CONSTRUCTION SECTION HWY                    *
*                                                         *
*                                                         *
* ORIGINAL                                                *
* SENT:          04/25/86  TIME: 16:06                    *
* FROM:          REGION 5 HWY                             *
* SUBJECT:       TIME EXTENSION CON.10089                 *
* PRINT DATE:    04/25/86  TIME: 16:06                    *
*                                                         *
***********************************************************
```

To: O. B. JACKMOND
Contract Administration Engineer

From: Warren Richards
Region Construction Engineer

Re: Time Extension Request
Unity Reservoir Guardrail Project
Contract 10089

Please revise my recommendation regarding the subject time extension request to an extension of 45 days. The Project Manager found upon examining his files that 10 calendar days were actually required for installation of the bridge rail. A letter retroactively rescinding the suspension order has been written to the contractor advising him of the additional day charges.

Granting an extension of 45 days will eliminate liquidated damages for these additional 10 days plus the 35 days previously charged. All work other than the rail was completed within the original contract time. The rail work was delayed by a late revision and all liquidated damages should be returned to the contractor.

WR-lm

cc: Ed Neilsen

W. E. Schwartz—

I concur with Region and Project Manager and recommend a 45 C.D. time extension due to the altered work performed under P.D. No. 1.

O. B. Jackmond

RECEIVED
APR 25 1986
CONSTRUCTION SECTION

CAL J
OE ___ OM ___
DE ___
CA ___
AM ___
EO ___
SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5

DATE: January 9, 1986

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Unity Reservoir Guardrail Section
Dooley Mountain Highway, Baker County
Contract No. 10089

This project is nearing completion and the need for an increase in authorization has become apparent. The overrun is expected to be $20,500 or 8.2 percent. The major items contributing to the increased project cost are riprap, rock gabions, shoulder aggregate and flagging.

The project plans showed a variable toe elevation for the Class 700 riprap of 3810 to 3820 feet. Most of the toe was near the lower elevation, which resulted in a quantity overrun of 2478 cubic yards and a dollar increase of approximately $22,300.

Additional rock gabions costing $4,000 were needed to protect two outdoor toilet facilities from fill material. It was also necessary to haul and place approximately 300 additional yards of shoulder aggregate to complete the shoulder widening. This resulted in an additional cost of just over $3,000.

Additional flagging was needed primarily as a result of the increase in riprap and shoulder aggregate quantities. The flagging overran the amount estimated by a little over $3,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $20,500 to a new total of $270,036.00. This matter will be on the consent calendar for the January 21 meeting.

LR:HHP:mk

cc: Fred Miller
V. E. Skoog
R. W. Gormsen
R. D. Hector
C. O. Fredrickson
George Bell

Form 734-3122

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

**TO:** W. E. Schwartz
Ass't. State Highway Engineer

**DATE:** January 9, 1986

**FROM:** O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

**SUBJECT:**
Request for Increase in Project Authorization
Unity Reservoir Guardrail Section
Dooley Mountain Highway, Baker County
Contract No. 10089

NOTED
W. E. SCHWARTZ

This project is nearing completion and the need for an increase in authorization has become apparent. The overrun is expected to be $20,500 or 8.2 percent. The major items contributing to the increased project cost are riprap, rock gabions, shoulder aggregate and flagging.

The project plans showed a variable toe elevation for the Class 700 riprap of 3810 to 3820 feet. Most of the toe was near the lower elevation, which resulted in a quantity overrun of 2478 cubic yards and a dollar increase of approximately $22,300.

Additional rock gabions costing $4,000 were needed to protect two outdoor toilet facilities from fill material. It was also necessary to haul and place approximately 300 additional yards of shoulder aggregate to complete the shoulder widening. This resulted in an additional cost of just over $3,000.

Additional flagging was needed primarily as a result of the increase in riprap and shoulder aggregate quantities. The flagging overran the amount estimated by a little over $3,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $20,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
E. M. Neilsen
B. M. Walton
D. L. Trout

16,[illegible]

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>12 106 | | State<br>OREGON |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>BAKER |
| MODIFICATION NUMBER<br>2 | | Project Number<br>HES-178(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 134,704.00 | $ 152,320.00 |
| Federal funds | $ 121,233.00 | $ 137,088.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC, 19 85.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XBy FOR: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 3, 1985

FEDERAL AID PROJECT NO. HES-178(1)

UNITY RESERVOIR GUARDRAIL PROJECT (UNIT 1) SECTION
DOOLEY MOUNTAIN HIGHWAY
BAKER COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Preliminary Engineering | | | All Required | | $15,500.00 |
| | | | TOTAL | | $15,500.00 |

TYPE CODE SFTY
GUARDRAIL (M.P. 2.58 to M.P. 2.80)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Embankment in Place | $6.00 | 1,539 | $ 9,234.00 | 2,150 | $ 12,900.00 |
| Loose Riprap Class 700 | 9.00 | 2,484 | 22,356.00 | 4,034 | 36,306.00 |
| SUBTOTAL | | | $31,590.00 | | $ 49,206.00 |

| | |
|---|---|
| Increase | $ 17,616.00 |
| SUBTOTAL from Estimate of July 23, 1985 | 105,025.82 |
| Subtotal | $ 122,641.82 |
| Engineering | 14,178.18 |
| Total | $ 136,820.00 |

Length of Project ------------------- 0.0 mi.

SUMMARY OF FUNDS (90%)

| DESCRIPTION | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|
| P.E. | $ 15,500.00 | $ 13,950.00 | $ 1,550.00 |
| Guardrail | 136,820.00 | 123,138.00 | 13,682.00 |
| TOTAL | $152,320.00 | $137,088.00 | $15,232.00 |

Group 1: 46%
Contract No. 10089
Prefix: 101-1986 (P.E.)
Prefix: C10089

Appn Code: 141

RLC:pf

10,089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>7-139<br>PROJECT REPORT NUMBER<br><br>MODIFICATION NUMBER<br>1 | U.S. Department of Transportation<br>**Federal Highway Administration**<br><br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | Form Approved; O M B No. 04-R2089<br>State<br>OREGON<br>County<br>BAKER<br>Project Number<br>HES-178(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 1984, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 15,500.00 | $ 134,704.00 |
| Federal funds | $ 13,950.00 | $ 121,233.00 |
| Other revisions | | |

This modification is made for the following reasons: To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of JUL, 19 85.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

for Manager, Program Section
*(Title)*

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
*(Title)*

By ______________________

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 23, 1985

FEDERAL AID PROJECT NO. HES-178(1)

UNITY RESERVOIR GUARD RAIL (UNIT 1) PROJECT
DOOLEY MOUNTAIN HIGHWAY
BAKER COUNTY

## REVISED PROJECT AGREEMENT ESTIMATE

### TYPE CODE PE
### PRELIMINARY ENGINEERING

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 15,500.00 |
| | TOTAL | $ 15,500.00 |

### TYPE CODE SFTY
### GUARDRAIL (M.P. 2.58 to M.P. 2.80)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | 50% | Lump Sum | $ 9,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | 32% | Lump Sum | 640.00 |
| Temporary Signs | Sq. Ft. | 78 | 10.00 | 780.00 |
| Temporary Barricades | Each | 1 | 100.00 | 100.00 |
| Flaggera | Hour | 300 | 10.00 | 3,000.00 |
| Pilot Car | Hour | 150 | 15.00 | 2,250.00 |
| Clearing and Grubbing | Lump Sum | 67% | Lump Sum | 8,040.00 |
| Removal of Structures and Obstructions | Lump Sum | 51% | Lump Sum | 1,785.00 |
| Embankment in Place | Cu. Yd. | 1,539 | 6.00 | 9,234.00 |
| Stone Embankment | Cu. Yd. | 423 | 9.00 | 3,807.00 |
| Watering | M-Gal. | 48 | 16.00 | 768.00 |
| Hauling & Placing Aggregate Shoulders (21 mi.) | Cu. Yds. | 1,208 | 10.00 | 12,080.00 |
| Guard Rail, Type 2A | Lin. Ft. | 1,875 | 10.00 | 18,750.00 |
| Guard Rail Anchors, Type 1 | Each | 3 | 425.00 | 1,275.00 |
| Guard Rail Anchors, Type 1 Modified | Each | 1 | 375.00 | 375.00 |
| Rail End Pieces, Type C | Each | 3 | 100.00 | 300.00 |
| Loose Riprap, Class 700 | Cu. Yd. | 2,484 | 9.00 | 22,356.00 |
| Seeding, Fertilizing and Mulching | Acre | 0.64 | 600.00 | 384.00 |
| | | | | $ 94,924.00 |

ANTICIPATED ITEMS

| | | | | |
|---|---|---|---|---|
| State Furnished Shoulder Aggregate | Cu. Yd. | 1,286 | 7.37 | $ 9,477.82 |
| Permanent Pavement Striping | | 32% All Required | | 624.00 |
| | | | | $ 10,101.82 |
| | | | SUBTOTAL | $105,025.82 |
| | | | Engineering | 14,178.18 |
| | | | TOTAL | $119,204.00 |

Length of Project ---------------- 0.0 mile

SUMMARY OF FUNDS (90%)

| DESCRIPTION | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|
| P.E. | $ 15,500.00 | $ 13,950.00 | $ 1,550.00 |
| Guardrail | 119,204.00 | 107,283.00 | 11,921.00 |
| TOTAL | $134,704.00 | $121,233.00 | $13,471.00 |

Group 1: 46%
Contract No. 10,089
Prefix: 1-1986 (P.E.)
Prefix: C10089

DDB:CPL:RC:pf

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10-9 | U.S. Department of Transportation<br>**Federal Highway Administration**<br>**FEDERAL-AID PROJECT AGREEMENT**<br>10-1-84 | STATE<br>OREGON<br>COUNTY<br>BAKER<br>PROJECT NO.<br>HES-178(1) |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

SR 245, Unity Reservoir Guard Rail (Unit 1) Project

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING Including utility preparatory work. | 8-13-84 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 90.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 15,500.00 | $ 13,950.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By

Manager, Program Section
*(Title)*
XX FOR: H. S. Coulter, P.E.

State Highway Engineer
*(Title)*
By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator OCT 1 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 1, 1984

FEDERAL AID PROJECT NO. HES-178(1)

UNITY RESERVOIR GUARD RAIL (UNIT 1) PROJECT
DOOLEY MOUNTAIN HIGHWAY
BAKER COUNTY

## PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $15,500.00 |
| | TOTAL | $15,500.00 |

Length of Project ----------------------------- 0.0 mi.

### SUMMARY OF FUNDS

| DESCRIPTION | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|
| Preliminary Engineering | $ 15,500.00 | $ 13,950.00 | $ 1,550.00 |
| SUBTOTAL | $ 15,500.00 | $ 13,950.00 | $ 1,550.00 |
| RETAIN IN PROGRAM | | | |
| Contract Work | 110,000.00 | 99,000.00 | 11,000.00 |
| TOTAL | $125,500.00 | $112,950.00 | $12,550.00 |

Group 1: 100%
Prefix: 1-1986

RDS:pf

STATE COPY

cc: L. E. Rulien

U.S. Department of Transportation
Federal Highway Administration

## INSPECTION REPORT

*(Check appropriate box)*

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Baker | DIVISION<br>Oregon |

IN COMPANY WITH
E. Neilsen, Project Manager, OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>11/19/85 | INSPECTION MADE BY<br>David B. Carter, FHWA Area Engineer<br>Original Signed by D. B. Carter Area Engr. | PROJECT NO.<br>HES-178(1) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>See below % | WORK COMPLETED<br>95 % |

### UNITY RESERVOIR GUARDRAIL PROJECT
### Dooley Mountain Highway
### Grading & Guardrail

This project provides for the installation of approximately 4100 linear feet of guardrail and the grading work necessary to provide the widening necessary to place the guardrail. The guardrail was placed from M.P. 2.58 to M.P 2.84 and from M.P. 2.99 to M.P. 3.46.

The work on this project is essentially complete except for some railing work at the structure near M.P. 3.46. The plans included placing guardrail on the corners of this structure. However, it has since been determined that the existing concrete bridge railing is inadequate, therefore, the bridge railing will be removed and a new rail system will be installed. This work will be added to the project by price agreement.

The contractor is presently waiting for the bridge rail. It is expected that the rail will be delivered within the next 3 - 4 weeks. Project time for this project is a specified completion date of October 31, 1985. The progress of the work has been listed as satisfactory even though the project was not completed by the specified completion date as the added bridge rail work is the only significant work which remains to complete the project.

################

NOTED
W E SCHWARTZ

12/9

RECEIVED
STAT. HWY ENGR
DEC 6 '85
REFER TO Fredrickson
FOR

| Info | Immed | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form FHWA-1446A
(Rev. 2-84)

August 8, 1985

CON 5

#10,089

**Weaver Construction Company**
**P. O. Box 428**
**LaGrande, OR 97850**

**Gentlemen or Ladies:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,089 for the Unity Reservoir Guardrail Project on the Dooley Mountain Highway in Baker County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

**slp**
Enclosure

**cc: Fidelity and Deposit Company**
**of Maryland**
**500 N. E. Multnomah, Suite 1201**
**Portland, OR 97232**

bc: **C. O. Fredrickson**
**Walt Hart**
**Bruce Walton**
**Janice Peterson**
**Robert Hector**
**Joe Schlieski**

General Contractors
Ph. (503) 963-5226

WEAVER CONSTRUCTION COMPANY

P. O. Box 428
La Grande, Oregon 97850

July 12, 1985

Commision Services
121 Transportation Bldg
Salem, OR 97310

ATT: Robert W. Gormsen

RE: Unity Reservoir Guard Rail Proj.

Dear Sir:

To comply with supplemental contract provisions regarding the D.B.E. and W.B.E. contract goals, we submit the following for approval.

Marmelijo Contracting
Estacada, OR

| Item | | Quantity | Aprox. Amount |
|---|---|---|---|
| 9. | Embankment | 3,113 cy | $2014.00 |
| 10. | Stone Emb. | 1,035 cy | $2300.00 |
| 12. | Agg. Shoulders | 1,644 cy | $9000.00 |
| 22. | Loose Rip Rap | 4,350 cy | $9321.00 |
| | Total Amount for Hauling | | $22635.00 |

Goal = 10% D.B.E. X $195,008.00 = $19,500.80

J & H Flagging
Baker, OR

| Item | | Quantity | Unit | Amount |
|---|---|---|---|---|
| 5. | Flaggers | 600 hr | $10.00 | $6,000.00 |

Goal = 1% W.B.E. X $195,008.00 = $1,950.08

If additional information is needed, please call.

RECEIVED
JUL 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Thomas Jones

Sincerely,

Paul C Wolf

Paul C. Wolf
Estimator

An Equal Opportunity Employer

jc 10,089                                                                                Lu 7-9

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-178(1) & RS-178(3)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40263 & 50040

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 19, 1985
8. FEDERAL ROUTE NUMBER Secondary 178
9. STATE ROUTE NUMBER Secondary 178

10. GENERAL LOCATION:
Unity Reservoir Guardrail Project Unit 1 and Unit 2

RECEIVED
STATE HWY ENGR
JUN 25 '85
REFER TO
Potter
FOR

11. GENERAL DESCRIPTION OF WORK
Guardrail

Orig to Trout 6-25-85
RW

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
State furnished shoulder aggregate

13. REMARKS

After concurrence in award you are authorized to proceed with item shown above as approved 5-28-85.

Mr. Potter's 6-18-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $310,070, Federal Funds $276,010.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

(HES-178(1) TEC $145,070 - Federal Funds $130,563)
( RS-178(3) TEC $165,000 - Federal Funds $145,447)

14. DATE 6/20/85
15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

415

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

BAKER CO.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 2582

SECTION Unity Reservoir Guardrail (Unit 2)

REGION 5

Hwy. #415 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 101-1990

DATE

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $5,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 800 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 1,500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 2,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | 100 |
| 910 REGION GEOLOGIST | | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | | 932 RAILROAD & UTILITIES | | 100 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 11,000 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER 2S-178(2)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards
Terpin
3 Trout
Weberling

RECEIVED
NOV 1 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

NOTED

O.T.C. APPROVAL 8-21-84

| | | | |
|---|---|---|---|
| PREPARED BY<br>George Strawn | DATE<br>06/01/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>10/15/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>6/4/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE<br>10/12/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>10-9-84 | |

734-1914 (7-82)

6/5/84

## PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

follow-up

Reg. - Orig
Copy - to Salem 12-4-84

SEE INSTRUCTIONS ON REVERSE

| | | | |
|---|---|---|---|
| SECTION<br>Unity Reservoir Guardrail (Unit 2) | | | KEY ID #<br>02582 |
| | | | REGION<br>5 |
| STATE HIGHWAY #<br>415 | HIGHWAY NAME<br>Dooley Mountain | MILE POST<br>FROM 2.98 TO 3.44 | LENGTH<br>.46 |
| ☐ URBAN<br>☐ RURAL | CITY | COUNTY<br>Baker | ROAD/STREET NAME |
| ROUTE #<br>OR #245 | FEDERAL AID #<br>FAS 178 | APPLICANT (IF OTHER THAN STATE) | |

RECEIVED ... 5 OFFICE

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 4.6 | GRADING (✓) | X | FILES (#) | --- |
| RIGHT OF WAY | | $ | PAVING (✓) | | ACRES (#) | --- |
| ROADWAY | $ 35.6 | | STRUCTURES (✓) | | RELOCATIONS (#) | --- |
| STRUCTURES | $ | | SIGNING (✓) | | WORK BY STATE/CONSULTANT/APPLICANT | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 5.8 | | GUARDRAIL | X | RIGHT OF WAY DESCRIPTIONS (S,C,A) | --- |
| GUARDRAIL | $ 27.5 | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | --- |
| 40% ENGINEERING & CONTINGENCIES | $ 27.5 | | DESIGN CATEGORY (1-7) | 7 | CONSTRUCTION BY | |
| TOTAL CONSTRUCTION | | $ 96.4 | WORK TYPE (1-12) | 6 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 101 | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 85 | RECOMMENDED FUNDING SOURCE<br>F.A.S. | RECOMMENDED PROGRAM YEAR<br>FY 86 |

### RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | --- | |
| SIGNALS (#) | --- | |
| BIKE PATH (Y/N) | --- | |
| AVERAGE DAILY TRAFFIC | 310 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1982 | |

DEFINE THE PROBLEM

This section of highway has eroded fill slopes, substandard guardrail and a bridge structure which has concrete handrails, lacks guardrail at bridge ends.

PROPOSED SOLUTION

Add material to eroded fill slopes which will resist erosion and remove existing substandard rail and install new guardrail of current standards.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE<br>6/4/84 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE<br>21 Aug 84 | PROGRAM YEAR<br>86 | FUNDING<br>FAS |

NOTED
Buryl Nelson

734-1911 (7-82)

PART 1 — PROJECT REQUEST (Cont.)

KEY ID # 02582

SECTION
Unity Reservoir Guardrail (Unit 2)

REGION
5

## PROJECT JUSTIFICATION

A prospectus for a Title II H.E.S. project has been submitted for Unit 1, MP 2.58 to MP 2.80. Unit 2, this project, is a logical continuation of improvements in this area and both units should be done under one contract. Also the proposed project is in a recreational area which has high to moderate use during the fishing season. Unity Lake State Park is ½ mile west of this proposed project and Unity Reservoir, Dam and Spillway Park are adjacent to the work area.

The proposed project is consistant with the Divisions goal of preserving and maintaining the existing Highway system.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

| | |
|---|---|
| SECTION<br>Unity Reservoir Guardrail (Unit 2) | KEY ID # 2582<br>REGION 5 |

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | N | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | N | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | S | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | N | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | S | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | NEW (#) |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | |

UTILITIES (LIST BELOW)

COMPANIES
Idaho Power Company
Oregon Telephone Company

| DESIGN SPEED | DESIGN STANDARDS |
|---|---|
| N/A | AASHTO |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | 3.5 | | | 10 | × | 10 | | | Variable | | Area of | | |
| | | | | 6 | | | | | | | | Varialbe | | no work | | |

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)

10,089

TFA 7-9

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-178(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40263

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-13-84

8. FEDERAL ROUTE NUMBER Secondary 178

9. STATE ROUTE NUMBER Secondary 178

10. GENERAL LOCATION:

Unity Reservoir Guard Rail (Unit 1) Project

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Utility preparatory work TEC $15,500 - F.F. $13,950
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8-2-84.

RECEIVED
STATE HWY ENGR

AUG 20 '84

REFER TO Potter

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. to
8/20

14. DATE 8/17/84

15. SIGNATURE OF APPROVING OFFICIAL D. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,089

TEI 7.9

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 2, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 40263
Project No. HES-178(1)
Unity Reservoir Guard Rail (Unit 1) Project
Dooley Mountain Highway
Baker County

Attached data consists of PR-1 forms with project maps, project narrative, Safety Priority Index System data sheet, accident data sheet, pictures, sketch map and Authority for Survey.

I request authorization to proceed with all phases of preliminary engineering, including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $15,500 with an obligation of $13,950 in federal funds.

DRH:bkb
Attachments
cc: L.E. George
R.D. Hector (Region 5)
General Files

Form 734-3122

Baker ~~415~~

# PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

BAKER Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02541

SECTION Unity Reservoir Guardrail (Unit 1)

REGION 5

Hwy 415

## SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 1-19[illegible]

DATE 7-12-84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 5,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | --- | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | 500 |
| 903 LOCAL GOVERNMENT | --- | | 918 LOCATION | | 500 | 935 SOILS | | 500 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | --- | |
| 905 FINAL DESIGN | | 4,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 200 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 2,700 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | --- | |
| 910 REGION GEOLOGIST | | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | 500 | 926 FOUNDATION | --- | | 980 PUBLIC HEARING | --- | |
| 913 RIGHT-OF-WAY LIAISON | --- | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 15,500 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES - 178 (1)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
1 Cy Adams Byrd
Cy Lindsay
2 Edwards E
Turpin
2 Trout
Wakerlig

RECEIVED
SEP 6 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ..../..../....
Action

| | | | |
|---|---|---|---|
| PREPARED BY<br>George Strawn | DATE<br>5/30/84 | APPROVED. ASST HIGHWAY ENGINEER FOR OPERATIONS<br>X Jack Sullivan | DATE<br>7-17-84 |
| RECOMMENDED. REGION ENGINEER<br>X | DATE | APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE<br>7-17-84 |
| RECOMMENDED. LOCATION ENGINEER<br>X | DATE<br>2 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>8-13-84 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # C2541

| | | | | |
|---|---|---|---|---|
| SECTION<br>Unity Reservoir Guardrail (Unit 1) | | | | REGION<br>5 |
| STATE HIGHWAY #<br>415 | HIGHWAY NAME<br>Dooley Mountain | | MILE POST<br>FROM 2.58 TO 2.80 | LENGTH<br>0.22 |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY<br>Baker | ROAD/STREET NAME | |
| ROUTE #<br>OR #245 | FEDERAL AID #<br>FAS #178 | APPLICANT (IF OTHER THAN STATE) | | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 15 | GRADING (✓) | X | FILES (#) | --- |
| RIGHT OF WAY | | $ --- | PAVING (✓) | | ACRES (#) | --- |
| ROADWAY | $ 49 | | STRUCTURES (✓) | | RELOCATIONS (#) | --- |
| STRUCTURES | $ 23 | | SIGNING (✓) | | WORK BY STATE/CONSULTANT/APPLICANT | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 6 | | GUARD RAIL | X | RIGHT OF WAY DESCRIPTIONS (S,C,A) | --- |
| | $ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | --- |
| 40% ENGINEERING & CONTINGENCIES | $ 32 | | DESIGN CATEGORY (1-7) | 7 | CONSTRUCTION BY | |
| TOTAL CONSTRUCTION | | $ 110 | WORK TYPE (1-12) | 6 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 125 | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85 | RECOMMENDED FUNDING SOURCE<br>Title II H.E.S. | RECOMMENDED PROGRAM YEAR<br>F.Y. 86 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | --- | |
| SIGNALS (#) | --- | |
| BIKE PATH (Y/N) | --- | |
| AVERAGE DAILY TRAFFIC | 310 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1982 | |

DEFINE THE PROBLEM

This section of highway crosses an arm of Unity Reservoir where the wave action has eroded the fill slopes and removed support for the existing substandard guardrail.

PROPOSED SOLUTION

Construct additional fill width with material which resists erosion and install standard guardrail.

| | | | | |
|---|---|---|---|---|
| REQUESTED REGION ENGINEER<br>X | DATE<br>5-31-84 | | | |
| APPROVED ASST HWY ENG FOR OPERATIONS<br>X | DATE | | | |
| APPROVED ASST HWY ENG FOR ADMINISTRATION<br>X | DATE | TRANSP COMM APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

# PROJECT PROSPECTUS

## PART 1 — PROJECT REQUEST (Cont.)

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02541

SECTION Unity Reservoir Guardrail (Unit 1)

REGION 5

## PROJECT JUSTIFICATION

The highway at this location crosses an arm of Unity Reservoir where wave action has eroded the fill slopes and removed support for the existing substandard guardrail. A fatality occurred on April 15, 1984 when a vehicle went off the highway and through the guardrail into the reservoir.

The proposed project has a favorable benifit cost ratio and is consistant with the Divisions goal of removing hazards, preserving and maintaining the existing highway system.

(This project is Unit 1 of an improvement project to upgrade the guardrail at Unity Reservoir.)

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS
## PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02541

SECTION Unity Reservoir

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | N | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | N | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | S | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | N | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | S | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | NEW (#) |

| RIGHT-OF-WAY | | | | UTILITIES | (LIST BELOW) |
|---|---|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | | COMPANIES<br>Idaho Power Co.<br>Oregon Telephone Co. | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) | | |
| | | | | | |

| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | | DESIGN SPEED<br>N/A | DESIGN STANDARDS<br>AASHTO |
|---|---|---|---|---|---|---|---|

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| | | | | 3.5 | | | 10 | | 10 | | | 3.5 | | | | |
| | | | | 6 | | | 10 | | 10 | | | 6 | | | | |

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

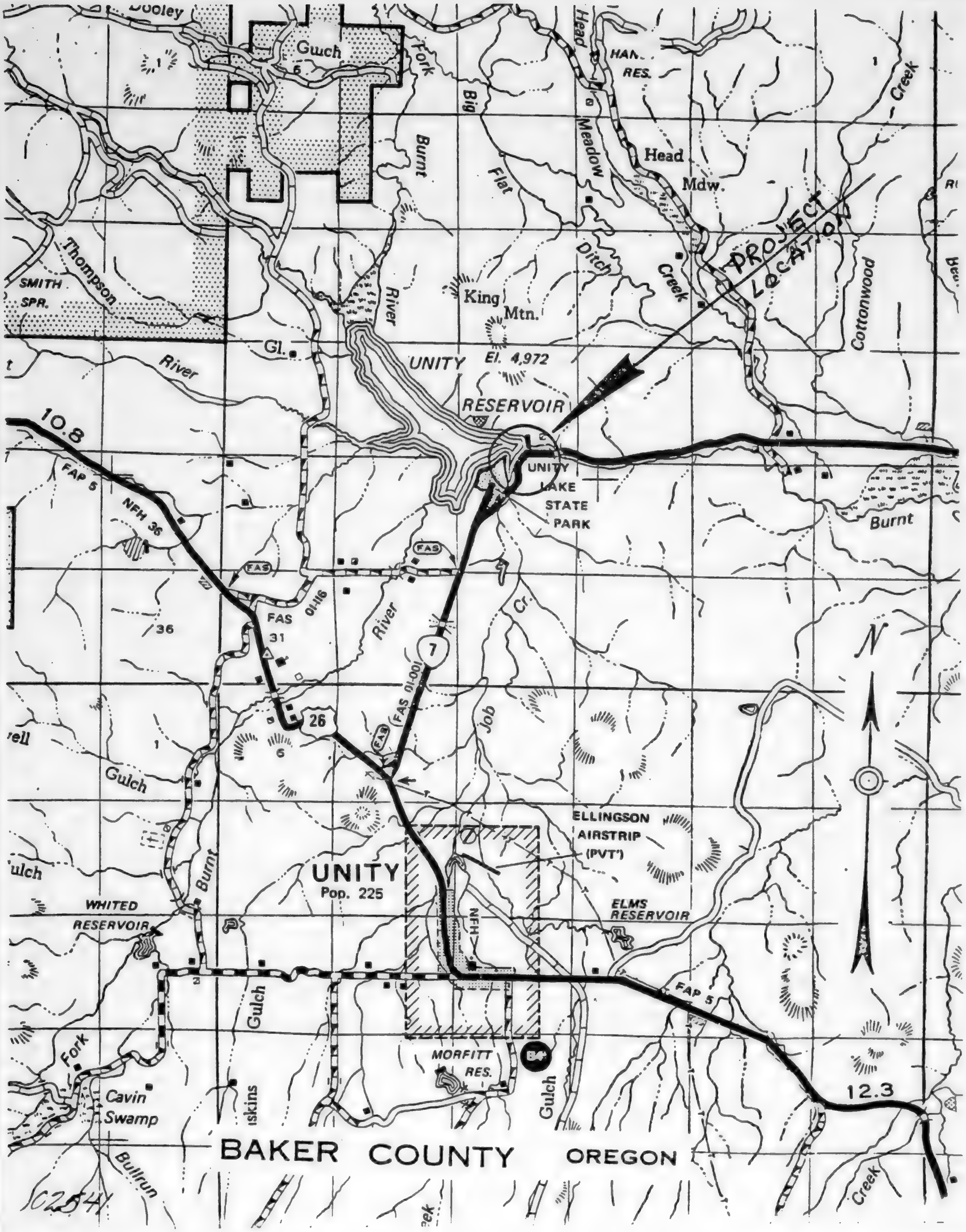
| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

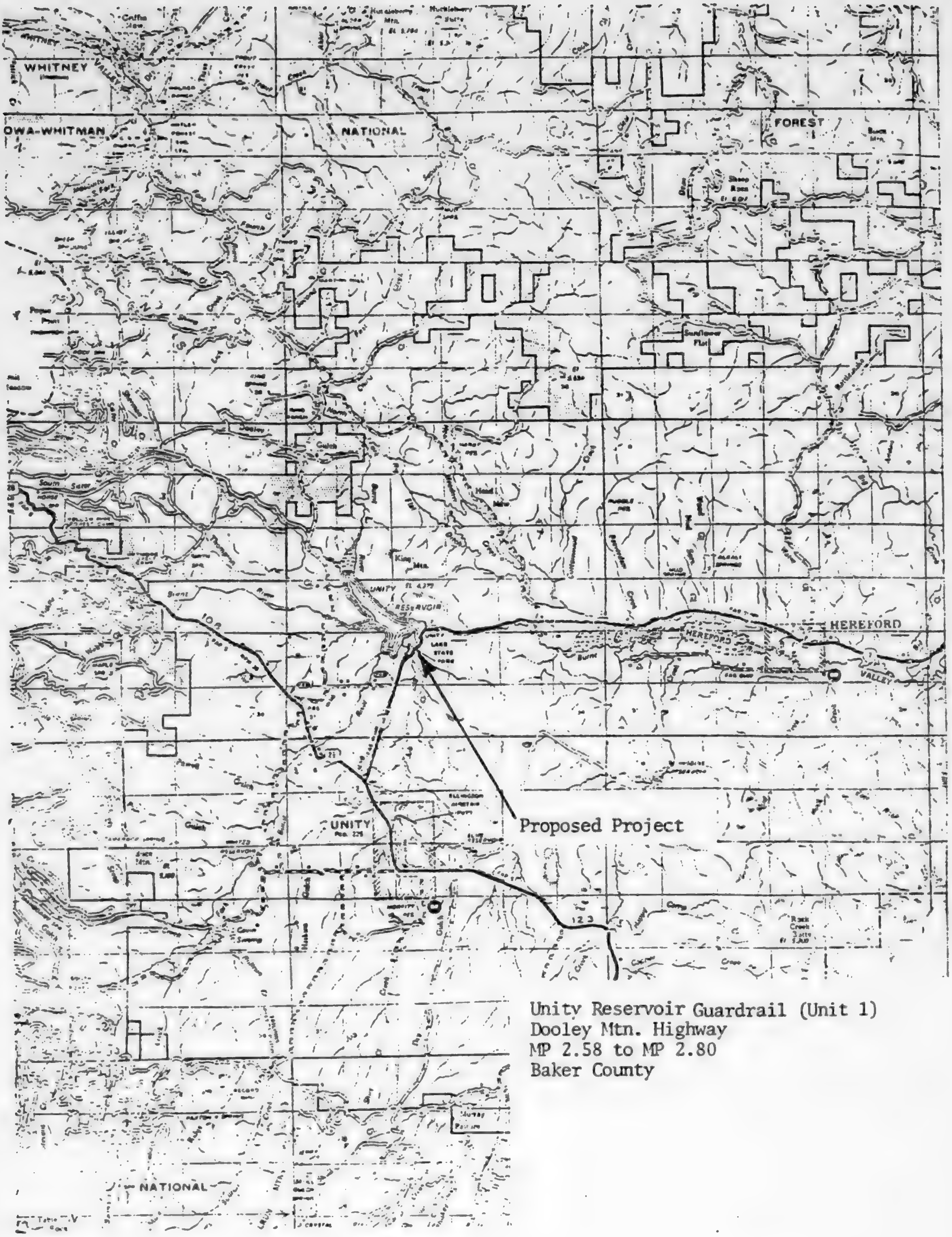
Date

734-1912 (7-82)


Dooley
Guch
Fork
Big
Burnt
Flat
Head
Meadow
HAN
RES.
Head
Mdw.
Creek
Creek
PROJECT LOCATION
Cottonwood
Ditch
King
Mtn.
El. 4,972
SMITH SPR.
Thompson
River
Gl.
River
UNITY
RESERVOIR
10.8
UNITY LAKE STATE PARK
Burnt
FAP 5
NFH 36
FAS
FAS
FAS 31
01-116
36
River
Cr.
7
FAS 01-001
FAS
26
Job
N
ell
Gulch
Gulch
Burnt
UNITY
Pop. 225
ELLINGSON AIRSTRIP (PVT')
WHITED RESERVOIR
NFH
ELMS RESERVOIR
FAP 5
Gulch
Fork
Cavin
Swamp
skins
MORFITT RES.
84
Gulch
12.3
Bullrun
eek
Creek

BAKER COUNTY OREGON

C2541


WHITNEY
OWA-WHITMAN
NATIONAL
FOREST
Sunflower Flat
King Mtn.
UNITY RESERVOIR
HEREFORD
HEREFORD
VALLEY
UNITY
NATIONAL

Proposed Project

Unity Reservoir Guardrail (Unit 1)
Dooley Mtn. Highway
MP 2.58 to MP 2.80
Baker County

02541

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-178(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40263

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copies to
P. Singer
Dist 7
Baker
Region 5
R. Lang

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 8-13-84 | Secondary 178 | Secondary 178 |

10. GENERAL LOCATION:

Unity Reservoir Guard Rail (Unit 1) Project

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Utility preparatory work TEC $15,500 - F.F. $13,950
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8-2-84.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 20 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 8/17/84 | | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,071 [illegible] 7-9

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: June 12, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Unity Reservoir Section, Dooley Mountain Highway MP 2.58-2.80

Region 5 has requested a project to install additional fill material and upgrade the guardrail at the subject location.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| State | Unity Reservoir Section<br>Dooley Mountain Highway<br>Baker County | $125,000 | $112,500 | $12,500 |

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

APPROVED:

H S Coulter

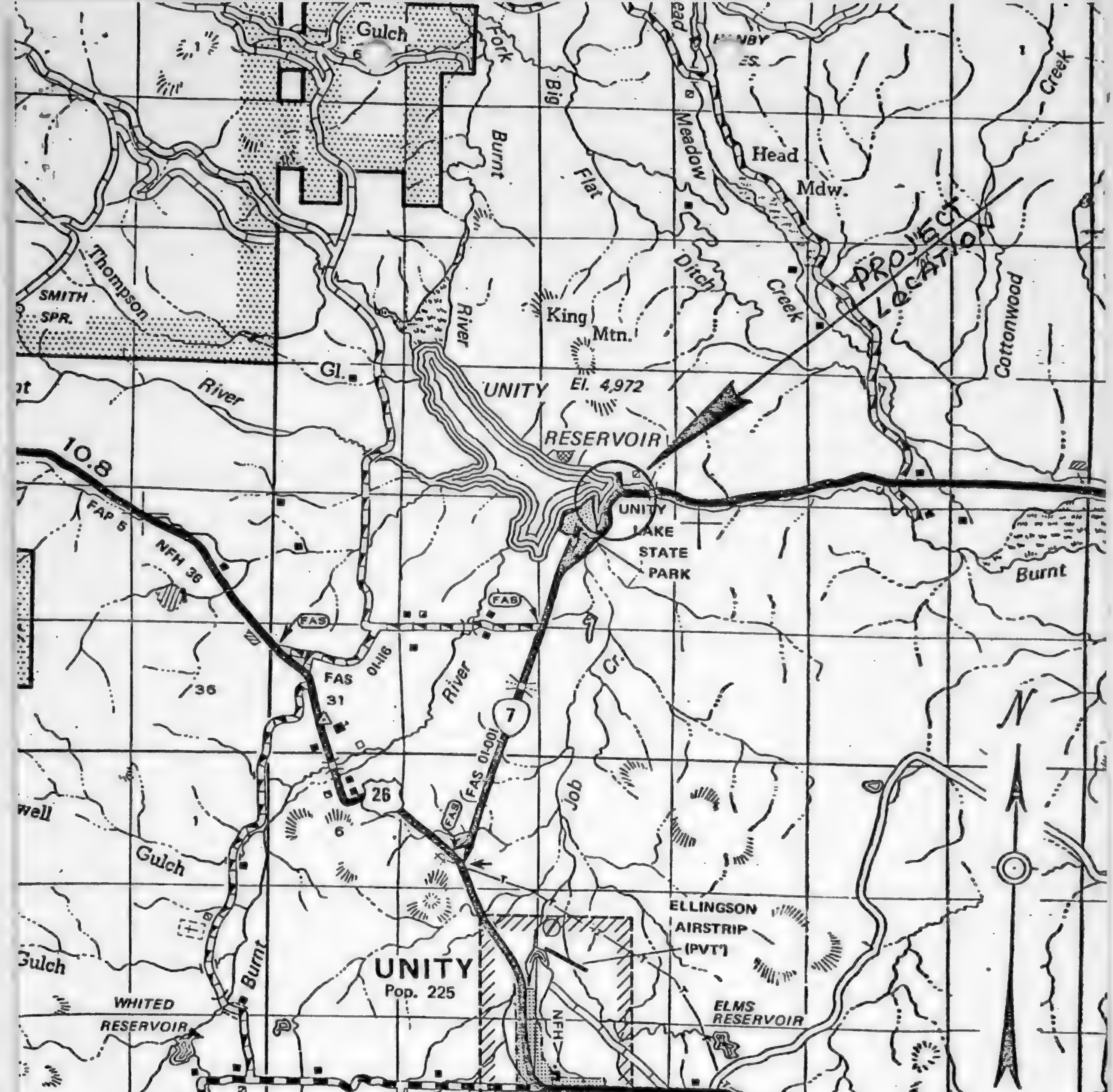
State Highway Engineer

DATE: 6/13/84

orig Gormsen
cys George
acctg
file
6-14

RECEIVED
STATE HWY ENGR
JUN 13 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1307


Gulch
Fork
Big
Flat
Meadow
Head
Mdw.
Creek
PROJECT LOCATION
Cottonwood
Thompson
SMITH SPR.
Burnt
River
King Mtn.
El. 4,972
UNITY RESERVOIR
Gl.
River
10.8
FAP 5
NFH 36
FAS
FAS 31
01-116
36
UNITY LAKE STATE PARK
Burnt
FAS
7
FAS 01-001
Cr.
Job
N
26
6
Gulch
Gulch
ELLINGSON AIRSTRIP (PVT)
UNITY
Pop. 225
NFH
Burnt
WHITED RESERVOIR
ELMS RESERVOIR
FAP 5
Gulch
Fork
Cavin Swamp
iskins
MORFITT RES.
84
Gulch
12.3
Bullrun
Creek
BAKER COUNTY OREGON

1985 Arndt Rd. Sl. Br. Sec., 10,090
of FAS-616 (Arndt Co. Rd.)
(Grad., paving, structure)

1-24-83

C&A 7779 - 3-22-83

Oregon Department of Transportation

10,090

# INVOICE

PAGE NO. 1

| | |
|---|---|
| BILLING DATE | 05/03/90 13:37 |
| REPORT NO. | FMBL824-1 |

TO ENSURE PROPER CREDIT, RETURN THIS FORM WITH YOUR REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

CLACKAMAS COUNTY
EXECUTIVE DIRECTOR - WINSTON W KURTH
902 ABERNETHY ROAD
OREGON CITY OR 97045

FOR INFORMATION CONCERNING
THIS INVOICE CALL:
(503)378-6578

| AGENCY | T/C | CURR. DOC. | DOC. DATE | VENDOR NO./SUFFIX | UNIT |
|---|---|---|---|---|---|
| 02 | 350 | | | 52792 -00 | 9901 |

| ACCOUNT | REVENUE SOURCE | AGENCY SOURCE | CUSTOMER AMOUNT DUE | CUSTOMER AMOUNT REMITTED | REV | CUSTOMER REFERENCE |
|---|---|---|---|---|---|---|
| RVF05544-000 02 | 844010 | 02 | 2.00 | | | M 0000086 |
| RVF02544-000 01 | 844010 | 03 | 0.00 | | | XIO 0000046 |
| RVF01510-000 02 | 844010 | 03 | 1,024.60 | | | 6185 |
| RVF04463-000 01 | 844010 | 03 | 0.00 | | | 7026 |
| RVF00718-000 02 | 844010 | 04 | 0.00 | | | 7177 |
| RVF02548-000 01 | 844010 | 03 | 722.50 | | | 7603 |
| RVF06808-000 01 | 844010 | 10 | 11,111.44 | | | 7779 |
| RVF03765-000 01 | 844010 | 03 | 120.83 | | | 8033 |
| RVF04460-000 01 | 844010 | 03 | 0.00 | | | 8119 |
| RVF03839-000 01 | 844010 | 03 | 0.00 | | | 8127 |
| RVF04560-000 01 | 844010 | 03 | 191.23 | | | 8356 |
| RVF04422-000 02 | 844010 | 10 | 2,525.99 | | | 8462 |
| RVF03825-000 02 | 844010 | 10 | 2,003.52 | | | 8505 |
| RVF03935-000 01 | 844010 | 03 | 82.18 | | | 8548 |
| RVF03978-000 01 | 844010 | 03 | 24.44 | | | 8549 |
| RVF04619-000 01 | 844010 | 03 | 75.76 | | | 8550 |
| RVF03939-000 01 | 844010 | 03 | 16.40 | | | 8551 |
| RVF06715-000 01 | 844010 | 03 | 148,647.47 | | | 9069 |
| RVF05007-000 01 | 844010 | 03 | 4,988.47 | | | 9097 |
| RVF04718-000 01 | 844010 | 03 | 14.02 | | | 9147 |
| RVF04783-000 01 | 844010 | 03 | 853.54 | | | 9148 |
| RVF05008-000 01 | 844010 | 03 | 1.23 | | | 9149 |
| RVF04716-000 01 | 844010 | 03 | 6.44 | | | 9150 |
| RVF04764-000 01 | 844010 | 03 | 723.69 | | | 9151 |

| | |
|---|---|
| AMOUNT DUE | $173,135.75 |

734-1150A(11-88)

10,090

# OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** DATE: 02-26-90

COUNTY: CLACKAMAS AGREEMENT NO. 7779 PROJECT NO. BRS-A616(3&5)

CONTRACT NO. 10.090 SECTION: ARNDT RD. SLOUGH BR.

**PRELIMINARY ENGINEERING PREFIX C503-1906:**

| | PARTICIPATING | NONPARTICIPATING |
|---|---|---|
| Project Manager | $ 25,179.58 | $ |
| Final Design | 8,270.10 | |
| Right-of-way Descriptions | 2,912.17 | |
| Region Geology | 2,992.03 | |
| Traffic Section | 284.27 | |
| R/W Liaison | 1,226.75 | 13.93 |
| Region Utility Liaison | 795.69 | |
| Locations Section | 4,692.20 | |
| Program Section | 198.98 | |
| Administrative Services | 19.84 | |
| Environmental Section | 780.03 | |
| Structural Foundations | 3,361.71 | 178.32 |
| Free Bridge Design | 11,080.76 | |
| Free Specifications | 1,651.46 | |
| Surface Design | 593.09 | |
| Hydraulics | 6,918.91 | |
| TOTAL P.E. COST | $ 70,957.57 | $ 192.25 |
| Less Free Br. Design & Specs. | (12,732.22) | 0.00 |
| TOTAL P.E. COST TO COUNTY | $ 58,225.35 | $ 192.25 |

**CONSTRUCTION PREFIX C10090:**

| | PARTICIPATING | NONPARTICIPATING |
|---|---|---|
| Payment to Contractor | $ 375,977.71 | $ 330.00 |
| Pavement Striping | 4,388.69 | |
| Payments to County | 551.91 | |
| Interest on Final Payment | | 1,166.94 |
| Field Engineering | 46,923.26 | 2,317.00 |
| Technical Services | 1,875.81 | |
| Region Office Charges | 2,193.04 | |
| Program Section | 156.74 | |
| Materials Testing | 5,115.67 | |
| Construction Section | 438.08 | |
| TOTAL CONSTRUCTION COST | $ 437,620.91 | $ 3,813.94 |

## RIGHT-OF-WAY PREFIX C503-2544:

| | |
|---|---|
| Work Performed by County | $ 4,484.34 |
| Property Cost | 7,250.00 |
| Program Section | 17.34 |
| Appraisal Negotiation Title Cost | 1,342.08 |
| TOTAL RIGHT-OF-WAY COST | $ 25,172.48 |

## SUMMARY

| | |
|---|---|
| Participating P.E. Cost | $ 58,225.35 |
| Participating Const. Cost | 437,620.91 |
| Participating R/W Cost | 25,172.48 |
| TOTAL PARTICIPATING COST | $ 521,018.74 |

## FEDERAL FUNDS

| | | |
|---|---|---|
| P.E. 80% | $ 46,580.28 | |
| Const. 80% | 350,096.73 | |
| R/W 80% | 20,137.98 | (416,814.99) |
| SUBTOTAL | | $ 104,203.75 |
| Plus Nonparticipating Cost | | 4,006.19 |
| Less State Share of Nonparticipating Field Eng. Cost | | (1,158.50) |
| Less Advance Deposits: | | |
| P.E. #83-01 | $ 5,140.00 | |
| R/W #84-96 | 5,700.00 | |
| Const. #85-68 | 61,600.00 | |
| Const. #85-85 | 23,500.00 | (95,940.00) |
| **BALANCE DUE FROM COUNTY** | | $ 11,111.44 |

MKS:bkw

10,090

**Oregon Department of Transportation**
AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

# JOURNAL ENTRY

| | | | | | |
|---|---|---|---|---|---|
| AGENCY<br>02 | TC | BATCH DATE MM DD YY | | | BATCH SEQUENCE NUMBER |
| BI FM YY MM | DOC NUMBER | DOC DATE MM DD YY | ENCUMB NUMBER | | FHWA - OVRD |

| | UNIT | EXP/ACCOUNT | SUB JOB | AGR. SUF. (AT) | ACT | OBJ | SOURCE | AGY. SRC (AS) | AMOUNT | REV. (R) | QUANTITY | S F O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 0610 | C503 1906 | 012 | | 929 | 598 | | | 1,651.46 | | | |
| 02 | 0610 | C503 1906 | 000 | | 921 | 〃 | | | 1,651.46 | R | | |
| 03 | 0610 | 〃 〃 | 012 | | 927 | 〃 | | | 11,080.76 | | | |
| 04 | 0610 | 〃 〃 | 000 | | 927 | 〃 | | | 11,080.76 | R | | |
| 05 | | | | | | | | | | | | |
| 06 | | | | | | | | | | | | |
| 07 | | | | | | | | | | | | |
| 08 | | | | | | | | | | | | |
| 09 | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | |
| | | | | | | | TOTAL | | | | | |

2-2690

REASON FOR REQUEST

UNDER ORS 366.155K the State will PROVIDE
A BRIDGE DESIGN, PLANS and Specifications
A No Cost to the County.

PREPARED BY

APPROVED BY

734-1087 (1/88)

10,090

ORIGINAL

1-16-90

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

| | |
|---|---|
| STATE<br>OREGON | FEDERAL AID PROJECT NO.<br>BRS-A616 (4) |
| PROGRAM APPROVED | VOUCHER PERIOD<br>From: 10-5-84 To: 10-23-89 |

FINANCIAL DATA

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| | | | | | | |
| ROW 118 | 25,172.48 | 25,172.48 | .8000 | 20,137.98 | 20,137.98 | 0 |

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY* ______ *State Highway Agency*

*By* ______

Assistant Controller *Authorized Officer* *Date* 01-16-90

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ $0.00

*Adjustments* $ ______

*Amount Approved* $ ______

*SIGN ORIGINAL COPY* ______

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | ARNDT ROAD SLOUGH BRIDGE<br>COUNTY ROAD<br>CLACKAMAS COUNTY | | | | | |
| | TYPE CODE ROW | | | | | |
| | RIGHT-OF-WAY | | | | | |
| | Right-of-way (Clackamas Co) | All Required | | | 4,484.34 | |
| | Right-of-way (state) | All Required | | | ~~25,172.48~~ | 20,688.14 |
| | Total Right-of-Way | | | | 25,172.48 | |
| | TOTAL Project Cost | | | | 25,172.48 | |
| | AMOUNT CARRIED FORWARD | | | | | |

```
                                  503   [illegible]   [illegible]   00 P 1
                                  503   2523   407     00 P 1                                                    2,[illegible]
                                  503   2523   409     00 P 1                                                    [illegible]
                                  503   2523   411     00 P 1                                                    [illegible]
                                  503   2523   412     00 P 1                                                    [illegible]
                                  503   2523   414     00 P 1                                                    [illegible]
                                  503   2523   414     00 P 1                                                    [illegible]
                                  503   2523   426     00 P 1                                                  4,[illegible]
                                  503   2523   426     00 N 1                                                  1,[illegible]
                                  503   2523   430     00 P 1                                                    [illegible]
                                  503   2523   930     00 P 1                                                    [illegible]
                                  503   2523   930     00 P 1                                                    [illegible]
                                               TOT     P1                                                     20,[illegible]
                                               TOT     N1                                                      1,[illegible]
                                          ** JOB TOTALS **          **                 **            21,[illegible] **

APNET RD-[illegible] BR SEC        CONT NO      FA PROJ NOS BRS A616004 100                                              STATE
                                  503   2544   296     00 N 9     [illegible]CR         12,[illegible]CR      12,[illegible]CR
                                  503   2544   298     00 N 9     [illegible]           12,[illegible]        12,[illegible]
                                  503   2544   401     00 P 1     4,500.00              5,[illegible]         5,[illegible]
                                  503   2544   404     00 P 1                           2,[illegible]         2,[illegible]
                                  503   2544   407     00 P 1        12.46CR            2,[illegible]         2,[illegible]
                                  503   2544   409     00 P 1                           [illegible]           [illegible]
                                  503   2544   412     00 P 1       141.00              [illegible]           [illegible]
                                  503   2544   414     00 P 1        11.[illegible]CR   3,[illegible]         3,[illegible]
                                  503   2544   430     00 P 1          [illegible]CR    821.[illegible]       [illegible]
                                  503   2544   930     00 P 1          [illegible]CR    17.[illegible]        17.[illegible]
                                  503   2544   930     00 P 1        [illegible]        [illegible]           [illegible]
                                               TOT     P1          4,[illegible].53     15,[illegible].15     15,[illegible].15
                                          ** JOB TOTALS **         4,[illegible].53 **  15,[illegible].15 **  15,[illegible].15 **

[illegible] FERRY [illegible] SECTION   CONT NO    * FA PROJ NOS RS  A[illegible]001 100                                 STATE
                                  504   2518   296     00 N 9                           14[illegible].50      [illegible]CR
                                  504   2518   297     00 N 9                           143.45CR              14[illegible].45CR
                                  504   2518   298     00 N 9                                                 2,[illegible]


[illegible] - EXPENDITURES & LEDGERS                                                  JUNE 1995         PAGE 1355

                                                                                         FISCAL          GRAND TOTAL
DESCRIPTION                      PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH          YEAR TO DATE        TO DATE
                                  504   2518   401     00 P 1                                             1,[illegible].00
                                  504   2518   407     00 P 1                                               [illegible].10
                                  504   2518   412     00 P 1                                               [illegible]
                                  504   2518   430     00 P 1                                               [illegible]
                                  504   2518   930     00 P 1                                               [illegible]
                                               TOT     P1                                                 2,511.01
                                          ** JOB TOTALS **          **                 **                 2,511.01 **
```

Land Cost
Trees and Shrubs
Appraisales
payment to local Govt
TITLE Cost
NEGotiating Expense
Appraisal Review
PROGRAM section
R/W office expense

```
                                 503  2544    296     00 N 9    3,716.80CR     [illegible]          [illegible]
                                 503  2544    298     00 N 9    3,716.80       12,5[illegible].50   [illegible]
                                 503  2544    401     00 P 1    4,500.00        5,070.00            5,070.00
                                 503  2544    404     00 P 1                    2,180.00            2,180.00
                                 503  2544    407     00 P 1       12.46CR      2,920.09            2,920.09
                                 503  2544    409     00 P 1                      103.60              103.60
                                 503  2544    412     00 P 1      141.00          406.23              406.23
                                 503  2544    414     00 P 1       11.76CR      3,643.52            3,643.52
                                 503  2544    430     00 P 1         .36CR        821.27              821.27
                                 503  2544    920     00 P 1         .00CR         17.34               17.34
                                 503  2544    930     00 P 1       64.19          592.10              592.10
                                              TOT     P1        4,680.53       15,754.15           15,754.15
                                          ** JOB TOTALS **      4,680.53  **   15,754.15  **       15,754.15  **

EETPORT FERRY SLIP SECTION   CONT NO      * FA PROJ NOS RS  A737001 100                                             STATE
                                 504  2518    296     00 N 9                      148.40            2,065.31CR
                                 504  2518    297     00 N 9                      148.40CR            148.40CR
                                 504  2518    298     00 N 9                                        2,[illegible]




UNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1995        PAGE 1255

                                                                        FISCAL           GRAND TOTAL
    DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE      TO DATE
                                 504  2518    401     00 P 1                                    1,[illegible]
                                 504  2518    407     00 P 1                                      [illegible]
                                 504  2518    412     00 P 1                                      [illegible]
                                 504  2518    420     00 P 1                                      [illegible]
                                 504  2518    930     00 P 1                                      [illegible]
                                              TOT     P1                                        2,511.[illegible]
                                          ** JOB TOTALS **                 **               **    [illegible]  **

[illegible]                   CONT NO      * FA PROJ NOS RS  A301002 100                                             STATE
                                 508  2505    296     00 N 9                                   29,162.93CR
                                 508  2505    298     00 N 9                                   29,162.93
                                 508  2505    401     00 P 1                                      [illegible]
                                 508  2505    407     00 P 1                                    1,[illegible]
                                 508  2505    412     00 P 1                                      [illegible].09
                                 508  2505    413     00 P 1                                      [illegible]
                                 508  2505    414     00 P 1                                    1,[illegible]
                                 508  2505    920     00 P 1                                       32.20
                                 508  2505    930     00 P 1                                    2,[illegible]
                                              TOT     P1                                       33,072.05
                                          ** JOB TOTALS **                 **               **   33,072.05  **

[illegible]              BR   CONT NO       FA PROJ NOS BRS B355001 100                                              STAT
                                 509  2511    296     00 N 9       35.10CR      2,000.00CR          2,000.00CR
                                 509  2511    298     00 N 9       35.10        2,000.00            2,000.00
```

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PAGE      1

                      JOB COST SUMMARY RUN ON  02-22-90
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 02/17/90
                     FOR EXPENDITURE ACCOUNT C5032544

                                               CREW    MSA          CURRENT          BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER  FIELD         MONTH              DATE
--          ------  --------  ----------  ------  -----        -------          ----------
C5032544 000      286         001          7700                                            106.07
OBJ-DETAIL 001                                                                              106.07

ACTIVITY   286
                                                                                            106.07 SUBTOTAL
C5032544 000      421         001          7700
OBJ-DETAIL 001                                                                               28.05
                                                                                             28.05
ACTIVITY   421
                                                                                             28.05 SUBTOTAL
C5032544 000      439         001          7700
OBJ-DETAIL 001                                                                              148.02
                                                                                            148.02
ACTIVITY   439
                                                                                            148.02 SUBTOTAL
C5032544 000      899         350          7782
OBJ-DETAIL 350                                                                           -3,000.00
                                                                                         -3,000.00
ACTIVITY   899
                                                                                         -3,000.00 SUBTOTAL
SUB-JOB    000 SUBTOTAL
                                                                                         -2,717.86
C5032544 011      341         414          7730
OBJ-DETAIL 414                                                                            1,380.09
                                                                                          1,380.09
ACTIVITY   341
                                                                                          1,380.09 SUBTOTAL
C5032544 011      414         341          7730
OBJ-DETAIL 341                                                                            2,653.14
                                                                                          2,653.14
ACTIVITY   414
                                                                                          2,653.14 SUBTOTAL
C5032544 011      440         341          7730
OBJ-DETAIL 341                                                                              451.11
                                                                                            451.11
ACTIVITY   440
                                                                                            451.11 SUBTOTAL
C5032544 011      899         299          0100
OBJ-DETAIL 299                                                                           15,754.15 ***
                                                                                         15,754.15
ACTIVITY   899
                                                                                         15,754.15 SUBTOTAL
C5032544 011      910         001          7111
                                                                                            138.41

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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culverts tile

$4484.34

Payment to Local 60

```
                          JOB COST SUMMARY RUN ON  02-22-90
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 02/17/90
                           FOR EXPENDITURE ACCOUNT C5032544

                                             CREW    MSA
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          CURRENT        BALANCE TO
--        ------ -------- ---------- ------ -----           MONTH            DATE
OBJ-DETAIL 001                                             -------        ----------
                                                                             138.41

C5032544 011     910      560         7364                                     1.50
OBJ-DETAIL 560                                                                 1.50

ACTIVITY   910                                                               139.91 SUBTOTAL

C5032544 011     913      504         7111                                     7.54
OBJ-DETAIL 504                                                                 7.54

ACTIVITY   913                                                                 7.54 SUBTOTAL

C5032544 011     990      001         0524                                     9.00
OBJ-DETAIL 001                                                                 9.00

C5032544 011     990      008         0515                                      .17
OBJ-DETAIL 008                                                                  .17

ACTIVITY   990                                                                 9.17 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                   20,395.11

EA         C5032544 TOTAL                                                 17,677.25

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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jc

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A616(5)

2. STATE PROJECT NO.

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30030

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 20, 1986

8. FEDERAL ROUTE NUMBER FAS A616

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Arndt Road Slough Bridge

11. GENERAL DESCRIPTION OF WORK
Right-of-Way monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/20/86 as requested in Mr. Husby's letter of 1/13/89 as being cost effective for the use of Clackamas County forces to proceed with the above work.

State Force Order No. 4 Rev. is approved for a TEC of $4,000; Federal Funds $3,200.

orig to Speight
2-2-89
Jo.

RECEIVED
STATE HWY ENGR
FEB 1 '89
ASSIGNED TO
Gilmour
FOR
INFO | [illegible] | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

14. DATE 1/30/89

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,090

C 10090

ORIGINAL

1-24-89

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

**Appropriation:**

**The United States, Dr., TO** TREASURER OF THE STATE OF OREGON

**Address** CAPITOL BUILDING
SALEM, OR 97310

**D.O. VOUCHER NO.**

**STATE VOUCHER NO.**

**DATE**

**FHWA SCHEDULE NO.**

**PAID BY**

| | |
|---|---|
| **STATE**<br>OREGON | **FEDERAL AID PROJECT NO.**<br>BRS A616(5) |
| **PROGRAM APPROVED** | **VOUCHER PERIOD**<br>From: 6/19/85 To: 12/22/87 |

**FINANCIAL DATA**

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $441,434.84 | $437,620.91 | 80% | $350,096.7~~3~~2 | $350,096.7~~3~~2 | $0.00 |

118

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

OREGON *State Highway Agency*

*By* R J Hacke 1/24/89

Assistant Controller *Authorized Officer* *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $

*Amount Approved* $

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

[redacted]

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | ARNDT ROAD SLOUGH BRIDGE SECTION<br>COUNTY ROAD<br>CLACKAMAS COUNTY | | | | | |
| | Construction | | | | | |
| | Structure, Br. #6080A (Sta. 173+00 to 186+30) | | | | | |
| | Type Code X020 | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $375,977.71 | |
| SFO #1 | Permanent Pavement Striping | | | | | |
| | State Forces | | All Required | | 4,130.23 | |
| SFO #3 | Bi Directional Yellow Markers | | | | | |
| | State Forces | | All Required | | 258.46 | |
| | Total Participating Construction | | | | $380,366.40 | |
| | Construction Engineering | | | | | |
| | State | | All Required | | $ 56,702.60 | |
| | Clackamas County | | All Required | | 79.73 | |
| | Total Participating Construction | | Engineering | | $ 56,782.33 | |
| | Miscellaneous Project Costs | | | | | |
| SFO #4 | Right of Way Documentation | | | | | |
| | Clackamas County | | All Required | | $ 472.18 | |
| | Total Participating Construction | | Costs | | $437,620.91 | |
| | Non-Participating Costs | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $ 330.00 | |
| | Construction Engineering State Forces | | All Required | | 2,317.00 | |
| | Interest on Final Payment | | All Required | | 1,166.93 | |
| | Total Non-Participating Construction | | | | $ 3,813.93 | |
| | Total Project Costs | | | | $441,434.84 | |
| | | | | | 434,860.41 | |
| | AMOUNT CARRIED FORWARD | | | | | |

```
                    JOB COST SUMMARY RUN ON  10-20-89
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 10/14/89
                      FOR EXPENDITURE ACCOUNT C10090

                                     CREW   MSA            CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH          DATE
--        ------ -------- ---------- ------ -----           -------      ----------
C10090    000    010      001        0813                                   180.99
C10090    000    010      001        0821                                    88.68
C10090    000    010      001        0830                                    40.37
C10090    000    010      001        8014                                   128.04
OBJ-DETAIL 001                                                              438.08

ACTIVITY   010                                                              438.08 SUBTOTAL

C10090    000    020      001        8014                                 3,755.53
OBJ-DETAIL 001                                                            3,755.53

C10090    000    020      030        8014                                    48.02
OBJ-DETAIL 030                                                               48.02

C10090    000    020      100        8014                                    30.00
OBJ-DETAIL 100                                                               30.00

C10090    000    020      102        8014                                    21.20
OBJ-DETAIL 102                                                               21.20

ACTIVITY   020                                                            3,854.75 SUBTOTAL

C10090    000    140      001        2046   SF                              139.66
OBJ-DETAIL 001                                                              139.66

C10090    000    140      440        2046   SF                               24.80
OBJ-DETAIL 440                                                               24.80

C10090    000    140      550        2046   SF                               94.00
OBJ-DETAIL 550                                                               94.00

ACTIVITY   140                                                              258.46 SUBTOTAL

C10090    000    141      001        1047   SF                              542.10
OBJ-DETAIL 001                                                              542.10

C10090    000    141      440        1047   SF                              233.50
OBJ-DETAIL 440                                                              233.50

C10090    000    141      550        1047   SF                              362.00
OBJ-DETAIL 550                                                              362.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  10-20-89
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 10/14/89
                            FOR EXPENDITURE ACCOUNT C10090
                                          CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----          -------        ----------
ACTIVITY    141                                                             1,137.60 SUBTOTAL

C10090    000     199       001        2046   SF                              744.09
OBJ-DETAIL 001                                                                744.09

C10090    000     199       106        2046   SF                               30.00
OBJ-DETAIL 106                                                                 30.00

C10090    000     199       440        2046   SF                            1,505.71
OBJ-DETAIL 440                                                              1,505.71

C10090    000     199       550        2046   SF                              325.50
OBJ-DETAIL 550                                                                325.50

ACTIVITY    199                                                             2,605.30 SUBTOTAL

C10090    000     201       302        R                                   -5,000.00
OBJ-DETAIL 302                                                             -5,000.00

ACTIVITY    201                                                            -5,000.00 SUBTOTAL

C10090    000     568       490        0814                                    60.00
OBJ-DETAIL 490                                                                 60.00

ACTIVITY    568                                                                60.00 SUBTOTAL

C10090    000     899       001        8014                                 2,174.51
OBJ-DETAIL 001                                                              2,174.51

C10090    000     899       030        8014                                    65.97
C10090    000     899       030        8045                                   103.71
OBJ-DETAIL 030                                                                169.68

C10090    000     899       130        2200                                     3.00
OBJ-DETAIL 130                                                                  3.00

C10090    000     899       136        0500                                     7.12
OBJ-DETAIL 136                                                                  7.12

C10090    000     899       192        8014                                     5.37
OBJ-DETAIL 192                                                                  5.37

C10090    000     899       194        0100                                    74.83

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                      JOB COST SUMMARY RUN ON  10-20-89
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 10/14/89
                        FOR EXPENDITURE ACCOUNT C10090

                                       CREW   MSA           CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH            DATE
--        ------ -------- ---------- ------ -----           -------        ----------
C10090    000    899      194        8014                                       64.94
OBJ-DETAIL 194                                                                 139.77

C10090    000    899      199        0530                                       66.68
OBJ-DETAIL 199                                                                  66.68

C10090    000    899      250        0100                                       53.19
C10090    000    899      250        0620                                       40.00
OBJ-DETAIL 250                                                                  93.19

C10090    000    899      300        8014                                   11,204.00
OBJ-DETAIL 300                                                              11,204.00

C10090    000    899      302        R                                     -10,443.96
OBJ-DETAIL 302                                                             -10,443.96

C10090    000    899      504        0100                                       73.00
OBJ-DETAIL 504                                                                  73.00

C10090    000    899      548        0966                                      244.00
OBJ-DETAIL 548                                                                 244.00

C10090    000    899      549        8013                                     -742.88
C10090    000    899      549        8014                                    3,424.00
OBJ-DETAIL 549                                                               2,681.12

C10090    000    899      550        2042                                       18.40
C10090    000    899      550        8013                                       16.80
C10090    000    899      550        8014                                       19.20
C10090    000    899      550        8215                                       41.80
OBJ-DETAIL 550                                                                  96.20

C10090    000    899      551        8214                                       48.00
OBJ-DETAIL 551                                                                  48.00

C10090    000    899      553        0530                                         .93
OBJ-DETAIL 553                                                                    .93

C10090    000    899      555        0521                                       22.91
C10090    000    899      555        0531                                        1.84
OBJ-DETAIL 555                                                                  24.75

C10090    000    899      556        8014                                        5.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  10-20-89
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 10/14/89
                          FOR EXPENDITURE ACCOUNT C10090

                                           CREW   MSA            CURRENT          BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH              DATE
--         ------ -------- ---------- ------ -----            -------          ----------
OBJ-DETAIL 556                                                                       5.00

C10090   000    899       598         1090
OBJ-DETAIL 598

ACTIVITY   899                                                                   6,592.36 SUBTOTAL

C10090   000    900       001         1083                                         241.32
C10090   000    900       001         2042                                       1,887.13
C10090   000    900       001         8001                                          13.82
C10090   000    900       001         8010                                          48.88
C10090   000    900       001         8014                                      32,499.08
C10090   000    900       001         8045                                         572.73
C10090   000    900       001         8054                                         462.14
OBJ-DETAIL 001                                                                  35,725.10

C10090   000    900       030         8014                                       3,573.65
C10090   000    900       030         8045                                         125.24
C10090   000    900       030         8054                                          86.99
OBJ-DETAIL 030                                                                   3,785.88

C10090   000    900       130         8014                                          39.99
OBJ-DETAIL 130                                                                      39.99

C10090   000    900       134         8014                                          69.66
OBJ-DETAIL 134                                                                      69.66

C10090   000    900       150         8014                                           1.97
OBJ-DETAIL 150                                                                       1.97

C10090   000    900       470         8014                                           7.00
OBJ-DETAIL 470                                                                       7.00

C10090   000    900       504         8010                                           2.24
OBJ-DETAIL 504                                                                       2.24

C10090   000    900       550         2042                                         218.50
C10090   000    900       550         8014                                         813.55
C10090   000    900       550         8045                                          14.70
C10090   000    900       550         8054                                          73.20
OBJ-DETAIL 550                                                                   1,119.95

C10090   000    900       551         8014                                         721.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     5

                         JOB COST SUMMARY RUN ON  10-20-89
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 10/14/89
                           FOR EXPENDITURE ACCOUNT C10090

                                              CREW   MSA          CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----          -------         ----------
OBJ-DETAIL 551
                                                                                721.00
ACTIVITY   900
                                                                             41,472.79 SUBTOTAL
C10090   000     901      001        0521
C10090   000     901      001        2010                                         8.74
C10090   000     901      001        7363                                       444.33
C10090   000     901      001        7364                                        84.33
C10090   000     901      001        7420                                        91.28
C10090   000     901      001        7430                                        42.96
C10090   000     901      001        7460                                       222.35
OBJ-DETAIL 001                                                                  837.56
                                                                              1,731.55
C10090   000     901      504        7363
OBJ-DETAIL 504                                                                   25.40
                                                                                 25.40
ACTIVITY   901
                                                                              1,756.95 SUBTOTAL
C10090   000     903      001        7440
OBJ-DETAIL 001                                                                  115.16
                                                                                115.16
ACTIVITY   903
                                                                                115.16 SUBTOTAL
C10090   000     914      001        1090
OBJ-DETAIL 001                                                                   82.01
                                                                                 82.01
C10090   000     914      550        1001
OBJ-DETAIL 550                                                                    5.40
                                                                                  5.40
ACTIVITY   914
                                                                                 87.41 SUBTOTAL
C10090   000     920      001        0600
C10090   000     920      001        0631                                        18.53
OBJ-DETAIL 001                                                                  138.21
                                                                                156.74
ACTIVITY   920
                                                                                156.74 SUBTOTAL
C10090   000     921      136        0500
OBJ-DETAIL 136                                                                    3.70
                                                                                  3.70
ACTIVITY   921
                                                                                  3.70 SUBTOTAL
C10090   000     940      001        8213
                                                                                 42.96

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                           JOB COST SUMMARY RUN ON  10-20-89
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 10/14/89
                             FOR EXPENDITURE ACCOUNT C10090

                                            CREW   MSA            CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--         ------ -------- ---------- ------ -----          -------         ----------
C10090     000    940      001        8214                                      142.64
C10090     000    940      001        8221                                      119.47
OBJ-DETAIL 001                                                                  305.07

C10090     000    940      550        8213                                        4.60
C10090     000    940      550        8215                                       28.00
OBJ-DETAIL 550                                                                   32.60

C10090     000    940      551        2042                                       72.00
C10090     000    940      551        8014                                    2,153.00
C10090     000    940      551        8200                                       78.00
C10090     000    940      551        8215                                       86.00
OBJ-DETAIL 551                                                                2,389.00

ACTIVITY   940                                                                2,726.67 SUBTOTAL

C10090     000    983      341        8014                                      472.18
OBJ-DETAIL 341                                                                  472.18

ACTIVITY   983                                                                  472.18 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                      56,738.15

C10090     001    899      566        8014                                       30.24
OBJ-DETAIL 566                                                                   30.24

ACTIVITY   899                                                                   30.24 SUBTOTAL

C10090     001    900      151        8014                                      139.08
OBJ-DETAIL 151                                                                  139.08

C10090     001    900      554        8014                                       10.00
OBJ-DETAIL 554                                                                   10.00

ACTIVITY   900                                                                  149.08 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                         179.32

C10090     010    201      300        8014
OBJ-DETAIL 300

C10090     010    201      349        8014                                    1,166.93

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  10-20-89
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 10/14/89
                           FOR EXPENDITURE ACCOUNT C10090

                                             CREW   MSA         CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----        -------       ----------
OBJ-DETAIL 349                                                          1,166.93

ACTIVITY   201                                                          1,166.93 SUBTOTAL

C10090   010    899      001        8014                                1,532.04
OBJ-DETAIL 001                                                          1,532.04

C10090   010    899      300        8014                                  330.00
OBJ-DETAIL 300                                                            330.00

C10090   010    899      566        8014                                   46.00
OBJ-DETAIL 566                                                             46.00

ACTIVITY   899                                                          1,908.04 SUBTOTAL

C10090   010    900      151        8014                                  559.64
OBJ-DETAIL 151                                                            559.64

ACTIVITY   900                                                            559.64 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                 3,634.61

C10090   011    010      001        0521                                   10.09
OBJ-DETAIL 001                                                             10.09

ACTIVITY   010                                                             10.09 SUBTOTAL

C10090   011    140      001        2046   SF                             171.82
C10090   011    140      001        2047   SF                              64.02
OBJ-DETAIL 001                                                            235.84

C10090   011    140      440        2046   SF                              43.49
OBJ-DETAIL 440                                                             43.49

C10090   011    140      550        2046   SF                              94.00
C10090   011    140      550        2047   SF                              14.00
OBJ-DETAIL 550                                                            108.00

ACTIVITY   140                                                            387.33 SUBTOTAL

C10090   011    201      300        8014                                  -18.30
OBJ-DETAIL 300                                                            -18.30


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  10-20-89
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 10/14/89
                          FOR EXPENDITURE ACCOUNT C10090

                                           CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--       ------ -------- ---------- ------ -----      -------      ----------
ACTIVITY   201                                                         -18.30 SUBTOTAL

C10090   011    899      199        0530                                  1.52
C10090   011    899      199        8014                                 90.97
OBJ-DETAIL 199                                                           92.49

C10090   011    899      300        8014                            364,792.01
OBJ-DETAIL 300                                                      364,792.01

C10090   011    899      302        R                                15,443.96
OBJ-DETAIL 302                                                       15,443.96

ACTIVITY   899                                                      380,328.46 SUBTOTAL

C10090   011    900      001        8014                                 80.03
OBJ-DETAIL 001                                                           80.03

C10090   011    900      341        8014                                 79.73
OBJ-DETAIL 341                                                           79.73

C10090   011    900      598        8014                                 15.42
OBJ-DETAIL 598                                                           15.42

ACTIVITY   900                                                          175.18 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                             380,882.76

EA         C10090 TOTAL                                             441,434.84


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10,090

5

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>1-146 | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089<br>State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>1-11-89 | County<br>Clackamas |
| MODIFICATION NUMBER<br>3 | | Project Number<br>BRS-A616(5) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 15, 1985, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 445,502.00 | $ 450,102.00 |
| Federal funds | $ 356,137.00 | $ 359,817.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of JAN, 19 '89.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Joseph R. Speight for

MANAGER, PROGRAM SECTION
*(Title)*

~~By~~ For: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
*(Title)*

By ______

______
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
*(Division Administrator)*

For: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 23, 1989

FEDERAL AID PROJECT NO. BRS-A616(5)

Arndt Rd. Slough Bridge Section
County Road
Clackamas County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code X020
Structure; Br. #6080A (Sta. 173+00 to 186+30)

| ITEM | UNIT | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|---|
| R/W Monumentation (SFO #4) | ALL | $ 4,000.00 | - - - | - - - | ALL | $ 4,000.00 |
| | | | | $ 0.00 | | $ 4,000.00 |

| | |
|---|---|
| Total Increase | $ 4,000.00 |
| Subtotal from previous estimate of June 16, 1988 | 387,106.50 |
| Subtotal | $ 391,106.50 |
| Engineering | 58,665.50 |
| Total | $ 449,772.00 |

Nonparticipating Items

| | | | | |
|---|---|---|---|---|
| Single Mailbox Supports | EA. | 3 | $ 110.00 | $ 330.00 |

## SUMMARY OF FUNDS (80%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|---|
| Structure | 118 | $449,772.00 | $ 359,817.00 | $ 44,977.00 | $ 44,978.00 |
| Nonparticipating | --- | 330.00 | --- | --- | 330.00 |
| TOTAL | | $450,102.00 | $ 359,817.00 | $ 44,977.00 | $ 45,308.00 |

Contract No. 10,090
SubJob 010 = 0%; SubJob 011 = 100%
Prefix: C503-1906 (P.E.)
C10090

DDB:pk pf

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 27, 1988

FEDERAL AID PROJECT NO. BRS-A616(5)

Arndt Rd. Slough Bridge Section
County Road
Clackamas County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code X020
Structure; Br. #6080A (Sta. 173+00 to 186+30)

| ITEM | UNIT | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|---|
| R/W Monumentation (SFO #4) | ALL | $ 4,000.00 | - - - | - - - | ALL | $ 4,000.00 |
| | | | | $ 0.00 | | $ 4,000.00 |
| | | | Total Increase | $ 4,000.00 | | |
| Subtotal from previous estimate of June 16, 1988 | | | | 387,106.50 | | |
| | | | Subtotal | $ 391,106.50 | | |
| | | | Engineering | 58,665.50 | | |
| | | | Total | $ 449,772.00 | | |

Nonparticipating Items

| | | | | |
|---|---|---|---|---|
| Single Mailbox Supports | EA. | 3 | $ 110.00 | $ 330.00 |

SUMMARY OF FUNDS (80%)

| Description | Appn Code | Total Cost | Federal Funds | ~~City~~ County Funds |
|---|---|---|---|---|
| Structure | 118 | $449,772.00 | $ 359,817.00 | $ 89,955.00 |
| Nonparticipating | --- | 330.00 | - - - | 330.00 |
| TOTAL | | $450,102.00 | $ 359,817.00 | $ 90,285.00 |

Contract No. 10,090
SubJob 010 = 0%; SubJob 011 = 100%
Prefix: C503-1906 (P.E.)
C10090

DDB:pk

19,090

5

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>6-120 | | State<br>Oregon |
| PROJECT REPORT NUMBER | | County<br>Clackamas |
| MODIFICATION NUMBER<br>2 | | Project Number<br>BRS-A616(5) |

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 15 , 19 85 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 438,000.00 | $ 445,502.00 |
| Federal funds | $ 350,400.00 | $ 356,137.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of JUN , 19 88 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Cam Gilmore

Manager, Program Section
*(Title)*

ByXXX For: Donald E. Forbes, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 16, 1988

Federal-Aid Project No. BRS-A616(5)

Arndt Road Slough Bridge Section
County Road
Clackamas County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code X020
Structural Bridge #6080A (Sta. 173+00 to 186+30)

| ITEM | UNIT | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|---|
| Temporary Signs | SF | $ 11.00 | 275 | $ 3,025.00 | 308.50 | $ 3,393.50 |
| Flaggers | Hr. | 21.00 | 210 | 4,410.00 | 223 | 4,683.00 |
| Toe Trench Excav. | CY | 4.00 | 400 | 1,600.00 | 488 | 1,952.00 |
| 12-inch Culvert Pipe | LF | 10.00 | 36 | 360.00 | 64 | 640.00 |
| | | | | $ 9,395.00 | | $10,668.50 |

| | |
|---|---|
| Total Increase | $ 1,273.50 |
| Subtotal as on estimate of November 21, 1988 | 385,833.00 |
| Subtotal | $387,106.50 |
| Engineering | 58,065.50 |
| Total | $445,172.00 |

Nonparticipating Items

| | | | | |
|---|---|---|---|---|
| Single Mailbox Supports | Ea. | 3 | 110.00 | $ 330.00 |

## SUMMARY OF FUNDS (88%)

| Description | Appn Code | Total Cost | Federal Funds | County Funds |
|---|---|---|---|---|
| Structure | 118 | $ 445,172.00 | $ 356,137.00 | $ 89,035.00 |
| Nonpartic. | --- | 330.00 | -- | 330.00 |
| Total | | $ 445,502.00 | $ 356,137.00 | $ 89,365.00 |

Contract No. 10,090
Sub-Job: 010 = 0%; 011 = 100%
Prefix: C503-1906 (PE)
C10090

DDB:jc

10,290

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>11-66 | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Clackamas |
| MODIFICATION NUMBER<br>1 | | Project Number<br>BRS-A616(5) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 15, 1985, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 410,905 | $ 438,000 |
| Federal funds | $ 328,724 | $ 350,400 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6TH day of , 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien
State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 21, 1986

FEDERAL AID PROJECT NO. BRS-A616(5)

ARNOT ROAD SLOUGH BRIDGE SEC.
COUNTY ROAD
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X020
STRUCTURE, BR. #6080A (STA. 173+00 TO 186+30)

Total as on estimate of August 9, 1985 $ 362,031.00

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Embankment in Place | $ 3.00 | 13,690 | $ 41,070.00 | 14,342.80 | $ 43,028.00 |
| Cement Treated Base | 18.00 | 3,200 | 57,600.00 | 4,048.02 | 72,864.00 |
| Class "B" Asphalt Concrete | 31.00 | 1,350 | 41,850.00 | 1,529.59 | 47,417.00 |
| Construct Type G2 Inlets (PA #1A) | 550.00 | --- | --- | 1 | 550.00 |
| Repair Slope Erosion (OFFW #1) | --- | --- | --- | 100% | 463.00 |
| Subtotal | | | $140,520.00 | | $164,322.00 |

| | |
|---|---|
| Increase | $ 23,802.00 |
| | $ 362,031.00 |
| | 23,802.00 |
| Subtotal | $ 385,833.00 |
| Engineering | 52,167.00 |
| Total | $ 438,000.00 |

SUMMARY OF FUNDS (80%)

| Description | Appn Code | Total Cost | Federal Funds | Co. Funds |
|---|---|---|---|---|
| Structure | 118 | $ 438,000.00 | $ 350,400.00 | $ 87,600.00 |

NONPARTICIPATING ITEMS

| | | | | |
|---|---|---|---|---|
| Single Mailbox Supports | Each | 3 | 110.00 | $ 330.00 |

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Contract No. 10,090
Prefix: C503-1906 P.E.
Prefix: C10090
RLC:bkb

| TO BE COMPLETED BY FHWA | U.S. Department of Transportation<br>Federal Highway Administration | STATE |
|---|---|---|
| 10,090 8-48 | **FEDERAL-AID PROJECT AGREEMENT** | Oregon |
| | 8-15-85 | COUNTY<br>Clackamas |
| | | PROJECT NO.<br>BRS-A616(1) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. "Arndt Road Slough Bridge Section"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-19-85 | 0.252 |

OTHER *(Specify)*

FUNDS PRO RATA 80.00

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 410,906.00 | $ 328,724.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: K.S. Hunter

Acting State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator AUG 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 9, 1985

FEDERAL-AID PROJECT NO. BRS-A616(5)

ARNDT ROAD SLOUGH BRIDGE SEC.
COUNTY ROAD IN CLACKAMAS COUNTY

## PROJECT AGREEMENT ESTIMATE

TYPE CODE X020
STRUCTURE, BRIDGE NO. 6080A (STA. 173+00 to STA. 186+30)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 20,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 1,800.00 |
| Temporary Signs | Sq. Ft. | 275 | 11.00 | 3,025.00 |
| Temporary Barricades | Each | 11 | 75.00 | 825.00 |
| Flaggers | Hour | 210 | 21.00 | 4,410.00 |
| Clearing and Grubbing | Lump Sum | All | Lump Sum | 1,000.00 |
| Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 1,500.00 |
| Toe Trench Excavation | Cu. Yd. | 400 | 4.00 | 1,600.00 |
| Embankment in Place | Cu. Yd. | 13,690 | 3.00 | 41,070.00 |
| Trench Excavation | Cu. Yd. | 96 | 4.00 | 384.00 |
| Finishing Roadbed and Slopes | Lump Sum | All | Lump Sum | 2,600.00 |
| Aggregate Shoulders | Ton | 1,100 | 9.00 | 9,900.00 |
| Cement Treated Base | Ton | 3,200 | 18.00 | 57,600.00 |
| Class B Asphalt Concrete | Ton | 1,350 | 31.00 | 41,850.00 |
| 12-inch Culvert Pipe | Lin. Ft. | 36 | 10.00 | 360.00 |
| 18-inch Culvert Pipe | Lin. Ft. | 100 | 15.00 | 1,500.00 |
| 60-inch Arch Culvert Pipe | Lin. Ft. | 118 | 80.00 | 9,440.00 |
| 6-inch Drain Pipe | Lin. Ft. | 94 | 6.00 | 564.00 |
| Gravel in Drains | Cu. Yd. | 8 | 12.00 | 96.00 |
| Guardrail, Type 2A | Lin. Ft. | 300 | 22.00 | 6,600.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | 31.00 | 3,100.00 |
| Guardrail Anchors, Type 1 | Each | 4 | 325.00 | 1,300.00 |
| Rail End Pieces, Type C | Each | 4 | 75.00 | 300.00 |
| Salvage and Reinstall Gate | Each | 1 | 250.00 | 250.00 |
| Extra for Asphalt Approaches | Each | 8 | 300.00 | 2,400.00 |
| Paved Culvert End Slopes | Sq. Ft. | 31 | 5.00 | 155.00 |
| Drainage Curbs | Lin. Ft. | 30 | 4.00 | 120.00 |
| Geotextile Fabric in Drains | Sq. Yd. | 94 | 3.00 | 282.00 |
| Loose Riprap, Class 700 | Cu. Yd. | 1,000 | 13.00 | 13,000.00 |
| Delineators, Type 2 | Each | 36 | 20.00 | 720.00 |
| Seeding, Fertilizing and Mulching | Acre | 1 | 1,300.00 | 1,300.00 |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 3,500.00 |
| Shoring, Cribbing, Etc. | Lump Sum | All | Lump Sum | 13,000.00 |

| | | | | |
|---|---|---|---|---|
| Structure Excavation | Cu. Yd. | 216 | 9.00 | 1,944.00 |
| Structure Excavation Below Elevations Shown | Cu. Yd. | 22 | 12.00 | 264.00 |
| Structural Concrete, Class 3300 | Lump Sum | All | Lump Sum | 14,000.00 |
| Structural Concrete, Class 4500 | Lump Sum | All | Lump Sum | 48,000.00 |
| Reinforcement | Lump Sum | All | Lump Sum | 18,000.00 |
| Coated Reinforcement | Lump Sum | All | Lump Sum | 15,000.00 |
| Reinforced Concrete Bridge End Panels | Sq. Yd. | 182 | 43.00 | 7,826.00 |
| Concrete Bridge Rail | Lin. Ft. | 212 | 38.00 | 8,056.00 |
| | | | | $ 358,641.00 |

## ANTICIPATED ITEMS

| | | | | |
|---|---|---|---|---|
| Permanent Pavement Striping | All Required | | | $ 1,750.00 |
| Temporary Erosion Control | All Required | | | 500.00 |
| Signing-Remove & Reinstall | All Required | | | 1,000.00 |
| Bi-Directional Yellow Markers | Each | 40 | 3.50 | 140.00 |
| | | | | $ 3,390.00 |
| | | | Subtotal | $ 362,031.00 |
| | | | Engineering | 48,874.00 |
| | | | Total | $ 410,905.00 |

| | |
|---|---|
| Federal Funds (80%) | $ 328,724.00 |
| County Funds | 82,181.00 |
| Total | $ 410,905.00 |

Group 011 = 100%   Group 010 = 0%
Contract No. 10,090
Prefix: C503-1906 (P.E.)
Prefix: C10090
Appn Code 118

DDB:bkb

## Nonparticipating Work

| | | | | |
|---|---|---|---|---|
| Single Mailbox Supports | Each | 3 | 110.00 | $ 330.00 |

jc cc: OSHD (D. R. Adams)

STATE COPY 10090

U.S. Department of Transportation
**Federal Highway Administration**

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Clackamas | DIVISION<br>Oregon |
| DATE OF REPORT<br>March 17, 1988 | REPORT MADE BY<br>C. O. Fredrickson, Construction Engineer | | PROJECT NO.<br>BRS-A616(5) |
| COMPLETION DATE (Actual)<br>June 26, 1986 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>December 22,1987 | TIME ELAPSED<br>99 % | CONTRACT TIME<br>June 30, 1986 |

LOCATION **Arndt Road Slough Bridge Section of FAS A616 (Arndt Road) about 1 mile northwest of Barlow.**

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)~~

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

    A. Construct Bridge No. 6080A to replace existing structure.

    B. Grading and paving to realign roadways.

    C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Marion Construction Co.

3. Contract Amount: $376,307.71

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
MAR 29 '88
REFER TO Fredrickson
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

W. E. SCHWARTZ
y
3/31

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>William H. Kappner | | SIGNATURE | |
| TITLE<br>Area Engineer | DATE<br>3/28/88 | TITLE<br>District Engr | DATE<br>3/29/88 |

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

10,090

January 4, 1988

CON 5 - 10,090

Industrial Indemnity Company of the Northwest
421 SW 6th Avenue
Portland, OR 97204

Contract No. 10,090 awarded to Marion Construction Company for work on the Arndt Road Slough Bridge in Clackamas County was completed on August 27, 1986, and accepted by the State Highway Division on December 22, 1987.

Final payment in the amount of $4,981.70 will be released to the contractor after January 11, 1988. The total contract amount is $376,307.71 including $463.86 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

fkn

cc Marion Construction Company
P.O. Box 12218
Salem, OR 97309

bc C. O. Fredrickson
Walt Hart
Mike Gander
Bill Anhorn

10,090

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10090

**TO:** Commission Services **DATE:** December 22, 1987

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10090 , On Site Work Substantially Completed June 26, 1986

All Work Completed August 27, 1986

Project Arndt Road Slough Bridge

Highway FAS A616 (Arndt Road)

County Clackamas

Type of Work Grade, Pave and Structure

Contractor Marion Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-4
surety letter
written

RECEIVED
DEC 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,090

503- [illegible] 1906

ORIGINAL

6-15-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117**

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BRS-A616([illegible])

PROGRAM APPROVED

VOUCHER PERIOD From: 12/13/82 To: 6/18/85

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| 71,149.82 | 70,957.57 | 80% | 56,766.06 | 56,766.06 | -0- |

118

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* Controller *Authorized Officer* 6/15/87 *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $

*Amount Approved* $

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (*Payee must not use this column*) |
|---|---|---|---|---|---|---|
| | ARNDT ROAD SLOUGH BRIDGE SECTION<br>COUNTY ROAD IN CLACKAMAS COUNTY | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | Work by Clackamas County | All Required | | | $ 116.27 | |
| | State | All Required | | | 70,841.30 | |
| | **TOTAL PARTICIPATING PRELIMINARY ENGINEERING** | | | | **$70,957.57** | |
| | Non Participating Project Cost | | | | | |
| | State | All Required | | | $ 192.25 | |
| | **TOTAL PROJECT COST** | | | | **$71,149.82** | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 6/18/87. | | | | | |
| | **AMOUNT CARRIED FORWARD** | | | | | |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1094

| DESCRIPTION | PREFIX | | FUNCTION | SUB F. GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|
| | 503 | 1904 | 932 | 00 P 1 | | | 30.37 | |
| | 503 | 1904 | 933 | 00 P 1 | | | 70.22 | |
| | 503 | 1904 | 938 | 00 P 1 | | | 350.08 | |
| | 503 | 1904 | 939 | 00 P 1 | | | 873.31 | |
| | | | TOT | P1 | | | 22,613.09 | |
| | | | TOT | N1 | | | 467.80CR | |
| | | | ** JOB TOTALS ** | | ** | ** | 22,145.29 ** | |
| ARNDT ROAD SLOUGH BR | CONT NO | | FA PROJ NOS BRS A616003 100 | | | | | STATE |
| | 503 | 1906 | 296 | 00 N 9 | | 25,823.26CR | 61,880.00CR | |
| | 503 | 1906 | 297 | 00 N 9 | | 5,700.00 | 10,840.00 | |
| | 503 | 1906 | 298 | 00 N 9 | | 20,123.26 | 51,040.00 | |
| | 503 | 1906 | 901 | 00 P 1 | 75.83 | 4,427.80 | 24,663.53 | |
| | 503 | 1906 | 905 | 00 P 1 | 583.77 | 7,676.07 | 8,157.78 | |
| | 503 | 1906 | 906 | 00 P 1 | | 397.04CR | | |
| | 503 | 1906 | 907 | 00 P 1 | | | 112.32 | |
| | 503 | 1906 | 909 | 00 P 1 | 8.48CR | 1,953.69 | 2,912.17 | |
| | 503 | 1906 | 910 | 00 P 1 | | | 2,992.03 | |
| | 503 | 1906 | 911 | 00 P 1 | 76.30 | 76.30 | 248.27 | |
| | 503 | 1906 | 913 | 00 P 1 | 3.63CR | 835.97 | 971.57 | |
| | 503 | 1906 | 913 | 00 N 1 | | 13.93 | 13.93 | New |
| | 503 | 1906 | 913 | 08 P 1 | | | 255.18 | |
| | 503 | 1906 | 914 | 00 P 1 | .89CR | 568.41 | 665.84 | |
| | 503 | 1906 | 918 | 00 P 1 | .19CR | 65.83 | 4,692.20 | |
| | 503 | 1906 | 920 | 00 P 1 | .21CR | 46.38 | 198.98 | |
| | 503 | 1906 | 921 | 00 P 1 | 879.03 | 1,362.06 | 1,362.06 | +289.40 |
| | 503 | 1906 | 922 | 00 P 1 | 9.93 | 19.84 | 19.34 | |
| | 503 | 1906 | 923 | 00 P 1 | 532.72 | 577.29 | 758.03 | |
| | 503 | 1906 | 926 | 00 P 1 | 4.25CR | 945.98 | 3,361.71 | |
| | 503 | 1906 | 926 | 00 N 1 | | | 178.32 | |
| | 503 | 1906 | 927 | 00 P 1 | 121.71 | 11,029.76 | 11,080.76 | |
| | 503 | 1906 | 932 | 00 P 1 | 8.94 | 131.85 | 131.85 | |
| | 503 | 1906 | 933 | 00 P 1 | .62CR | 135.56 | 593.09 | |
| | 503 | 1906 | 937 | 00 P 1 | .07CR | 31.14 | 6,918.91 | |
| | 503 | 1906 | 938 | 00 P 1 | | | 22.00 | |
| | | | TOT | P1 | 2,269.89 | 29,486.89 | 70,116.12 | |
| | | | TOT | N1 | | 13.93 | 192.25 | |
| | | | ** JOB TOTALS ** | | 2,269.89 ** | 29,500.82 ** | 70,308.37 ** | |
| SPTC @ S MOLALLA AVE | CONT NO | | FA PROJ NOS RRS A605001 100 | | | | | STATE |
| | 503 | 1907 | 296 | 00 N 9 | 69.80CR | 122.07CR | 629.49CR | |
| | 503 | 1907 | 298 | 00 N 9 | 69.80 | 122.07 | 629.49 | |
| | 503 | 1907 | 905 | 00 P 1 | | 4.25 | 87.53 | |
| | 503 | 1907 | 918 | 00 P 1 | | 2.57 | 2.57 | |
| | 503 | 1907 | 920 | 00 P 1 | | | 17.38 | |
| | 503 | 1907 | 932 | 00 P 1 | .35CR | 77.20 | 299.01 | |
| | 503 | 1907 | 934 | 00 P 1 | | | 292.53 | |

195 Blue
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                          JOB COST SUMMARY RUN ON  10-20-89
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 10/14/89
                          FOR EXPENDITURE ACCOUNT C5031906
                                                CREW   MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--         ------ -------- ---------- ------ -----         -------       ----------
C5031906 000    899      030        8014
OBJ-DETAIL 030

C5031906 000    899      548        0966                                         32.00
OBJ-DETAIL 548                                                                   32.00

C5031906 000    899      550        8013                                        -24.00
C5031906 000    899      550        8014                                         24.00
OBJ-DETAIL 550

ACTIVITY   899                                                                   32.00 SUBTOTAL

C5031906 000    903      199        7400                                        106.36
OBJ-DETAIL 199                                                                  106.36

ACTIVITY   903                                                                  106.36 SUBTOTAL

C5031906 000    905      001        7330                                         99.77
OBJ-DETAIL 001                                                                   99.77

C5031906 000    905      130        7300                                         15.00
OBJ-DETAIL 130                                                                   15.00

ACTIVITY   905                                                                  114.77 SUBTOTAL

C5031906 000    914      001        7783                                         22.13
OBJ-DETAIL 001                                                                   22.13

ACTIVITY   914                                                                   22.13 SUBTOTAL

C5031906 000    921      501        7200                                         94.00
OBJ-DETAIL 501                                                                   94.00

C5031906 000    921      504        0100                                        195.40
OBJ-DETAIL 504                                                                  195.40

ACTIVITY   921                                                                  289.40 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                         564.66

C5031906 010    899      299        0100                                        192.25 ***
OBJ-DETAIL 299                                                                  192.25


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  10-20-89
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 10/14/89
                           FOR EXPENDITURE ACCOUNT C5031906

                                            CREW   MSA           CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--         ------ -------- ---------- ------ -----          -------        ----------
ACTIVITY    899                                                                192.25 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                                       192.25

C5031906 011     899       194        7400                                       3.90
OBJ-DETAIL 194                                                                   3.90

C5031906 011     899       299        0100                                  70,116.12 ***
OBJ-DETAIL 299                                                              70,116.12

C5031906 011     899       341        1000                                     116.27
OBJ-DETAIL 341                                                                 116.27

C5031906 011     899       598        1000                                     -15.42
OBJ-DETAIL 598                                                                 -15.42

ACTIVITY    899                                                             70,220.87 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                                    70,220.87

EA          C5031906 TOTAL                                                  70,977.78


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A616(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30038

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE September 25, 1986

8. FEDERAL ROUTE NUMBER FAS-A616

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Arndt Road Slough Br # 06080-022-00151

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/19/86 we approve the revised Preliminary Engineering costs to a TEC of $73,200; Federal Funds $58,560.

(Increase TEC $9,400; Federal Funds $7,520)

14. DATE 9/26/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hos

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 19, 1986

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED B
GARY A. POTTER

SUBJECT: Program Change
Item No. 30038
Project No. BRS-A616(3)
Arndt Road Slough Bridge Section
Clackamas County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

The replacement structure originally proposed for this project was a simple slab span. Physical constraints at this location however has required the investigation of alternatives, and the design of a considerably more complex structure. To accommodate this additional work, a significant increase in funding is required by activity 927 (Free Bridge Design). Various other activities have either increased or decreased slightly to reflect actual costs.

This is the final request for this project.

The preliminary engineering costs are $73,270.00.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:pf
Attachment
cc: Paul D. Singer
Rick Kuehn, Region 1
Wayne Schulte, Region 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# WI / REPORT FOR CONSTRUCTION ECTS

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>ARNDT ROAD SLOUGH BRIDGE | | WEEK ENDING<br>SEPTEMBER 6, 1986 |
| | | CONTRACT NO<br>C10090 |
| HIGHWAY<br>FAS A616 (ARNDT ROAD) | COUNTY<br>CLACKAMAS | F.A. PROJECT NO<br>BRS-A616(5) |
| CONTRACTOR<br>MARION CONSTRUCTION CO. | KIND OF WORK GRADING, PAVING & STRUCTURE | DATE OF AWARD<br>AUGUST 2, 1985 |

| PROJECT AUTHORIZATION | | ENGINEERING | | |
|---|---|---|---|---|
| CURRENT AUTHORIZATION | $ 411,279.74 | AUTHORIZATION | $ 32,612.49 | FIRST NOTIFICATION DATE<br>JULY 24, 1985 |
| | | COST THIS WEEK | $ 0.00 | |
| ESTIMATED PROJECT COST | $ 411,279.74 | TOTAL TO DATE | $ 41,041.00 | ESTIMATED DATE OF COMPLETION, OR<br>JULY 1, 1986 |
| ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN | 0.0% | PERCENT OF AUTHORIZATION | 125 % | SECOND NOTIFICATION DATE AND<br>JUNE 26, 1986 |

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| | 06/30/86 | 0 | 0 | 0 | YES |
| | / / | 0 | 0 | 0 | |
| | / / | 0 | 0 | 0 | |
| | / / | 0 | 0 | 0 | |

ESTIMATED SEMIFINAL SUBMITTAL DATE
SEPTEMBER 3, 1986

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100%

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 13,690 cy | 3,200 tn | 1,350 tn | | | |
| EST. CORRECTED QUANTITIES | 14,620 cy | 4,048 tn | 1,530 tn | | | |
| EST. PERFORMED TO DATE | 14,620 cy | 4,048 tn | 1,530 tn | | | |
| PERCENT PERFORMED TO DATE | 100 | 100 | 100 | 0 | 100 | 0 |

ACTIVITIES THIS WEEK:

NO ACTIVITY THIS WEEK.

PROJECT VISITORS:
NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

SEMI-FINAL COMPLETED SENT TO REGION 9/3/86.

Last Report!

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
ARVEY NELSON

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 16, 1986

IN REPLY REFER TO
FILE NO.:
LEG

Orig. to [illegible] 6-17

Richard C. Hunt
Attorney at Law
520 S. W. Yamhill Street
Suite 800
Portland, Oregon 97204-1383

Contract Number 10-090
Arndt Rd. Slough Bridge

In reply to your letter of June 4, the investigation of the circumstances of Marmolejo Contractors Inc., on this contract was initiated by a concern of the project manager. It had nothing to do with the protest mentioned in your letter and Mr. Widmer was not embarked on a personal investigation.

After the investigation was complete, Mr. Widmer consulted with legal counsel and with Pat Schwartz, Assistant State Highway Engineer. A meeting was held with both Marion Construction Company and Marmolejo Contractors Inc. before letters were written to them.

The particular facts as they relate to the problem on this contract are that Marmolejo Contractors Inc. agreed, via a subcontract, to perform certain work relating to the construction of some concrete end panels. The value of the work was estimated to be approximately $7,800 and involved the placing of steel, constructing forms and the pouring of concrete to be paid for at $43.00 per yard. The work occurred over a two-day period with all the labor on the job being performed by employees of Marion Construction Company who were loaned to Marmolejo Contractors Inc. Three of them worked 6 hours one day and 2 1/2 hours the next day, a cement mason worked on the second day. The re-steel placement was performed by Pacific Erectors Inc. who were subcontractors of Marion Construction for bridge re-steel only. While Marmolejo Contractors Inc. did furnish the material (i.e., the steel and concrete) and pay for it, the actual work of placing the steel, building forms, forming concrete and clean up was done by others. The materials cost $5,862.50, the cost of labor $336.13 and Marmolejo Contractors Inc. made a profit of approximately $1,200.36.

The State investigation revealed that the labor and supervision on the job was provided by Marion Construction Company. The labor was paid for by Marmolejo Contractors Inc.

The State does not consider this to have met the goals of a subcontractor but, rather, Marmolejo Contractors Inc. followed the role of a material supplier.

I might also mention that on Contract No. 10,198, McKenzie River/Willamette River, Gilbert Pacific and Marmolejo Contractors Inc. asked if Marmolejo Contractors Inc. could hire Gilbert Pacific's paving crew to install the rebar with Marmolejo Contractors Inc. only having one qualified supervisor on hand. This again was not a proper procedure and was disallowed by the Highway Division.

The purpose of the DBE program is to support the growth and self-sufficiency of DBE's. We do not believe it would be in the best interest of the DBE or the DBE program to depend on the use of the prime contractor forces to perform the DBE's work. The hiring and scheduling of crews to synchronize the work with the prime would be valuable experience in the growth and self-sufficiency of a DBE firm.

Allowing the DBE to utilize the prime contractor's labor source places the DBE in the position of being nothing more than a material supplier rather than a subcontractor. A material supplier is given only 20 percent of the dollar value of the material supplied toward the attainment of the DBE goals. A subcontractor is given 100 percent. It is therefore necessary that the position taken by the DBE when the contract is bid (i.e., either a material supplier or a subcontractor) be followed throughout the contract. Also, the DBE's position must be known in order to determine whether or not the prime contractor bidding has met the goals established for the job.

Regarding your allegation that Mr. Widmer made certain remarks concerning Marmolejo Contractors Inc., we have been unable to verify that this happened. If you do have specifics on this allegation, please advise me.

We will continue to be both fair and objective in administering this complex program. The letter of May 16, 1986 was an appropriate expression of actions and concerns resulting from the review of the Arndt-Slough Bridge project.

Fred D. Miller
Director

bc Larry Rulien
W. E. Schwartz
Thomas Jones
Jack Sollis

LWR:JLS:bk:lkm rw

SPEARS, LUBERSKY, CAMPBELL, BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW

FRANK H. SPEARS
WILLIAM F. LUBERSKY*
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB*
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
D. MEREDITH WILSON, JR.*
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.*
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NELSON D. ATKIN II
JAMES E. BARTELS
MICHAEL J. LILLY
JEFFREY M. BATCHELOR
JOHN C. STEVASON
DONALD H. PYLE
JEFFREY C. WOLFSTONE
JAMES L. HILLER
CRAIG D. BACHMAN
MILO PETRANOVICH
FRANK M. PARISI
TIMOTHY R. HARMON
BRUCE C. HAMLIN
RICHARD N. V
SCOTT P. MONFILS
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520 S.W. YAMHILL STREET, SUITE 800
PORTLAND, OREGON 97204-1383
TELEPHONE: (503) 226-6151
TELECOPIER: (503) 224-0388
TELEX: 269029-SPRS-UR

VANCOUVER OFFICE
FIRST FEDERAL PLAZA
1220 MAIN STREET, SUITE 355
VANCOUVER, WASHINGTON 98660
IN WASHINGTON (206) 693-4100
IN OREGON (503) 226-6151

WILLIAM A. BIRDWELL
MARY-ANNE S. RAYBURN
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MARIANNE SCHIMELFENIG
TRISH M. BROWN
SUSAN E. PIPER
VIVIAN I. RAITS*
CHARLES F. HUDSON*
LINDSEY HARRIS HUGHES*
DAVID N. HICKS, JR.
DAVID G. HOSENPUD
PAUL F. MAUTNER
MARVIN D. FJORDBECK
DANNY L. HITT, JR.
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JAMES D. WILKERSON
THEODORE C. FALK
MICHAEL J. BROWN

VIRGINIA MILLER BEDOR
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CLARK T. WHITMORE
MARK LEE PETTINARI
THOMAS W. SONDAG
FREDERICK C. RUBY
CINDA M. CONROYD*
DAVID C. STREICHER
STEPHEN A. DOHERTY
MARK SCHREIBER
BERT K. FUKUMOTO
DENNIS M. DAMORE
WADE R. KEENON
VICKI L. SMITH
GREG K. HITCHCOCK

OF COUNSEL
JOHN B. CROWELL, JR.

*MEMBER OREGON AND WASHINGTON STATE BARS

13270-1
OUR FILE NO.

PLEASE REPLY TO PORTLAND OFFICE

RECEIVED
STATE HWY ENGR
JUN 9 '86
REFER TO
9. [illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | X | | | | |

cy WES

6/9 cm

RECEIVED
DOT DIRECTOR
REFER TO
FOR
X

June 4, 1986

Mr. Fred Miller
Director
State Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Miller:

This firm represents Marmolejo Contractors, Inc. which has requested that I write directly to you regarding the activities of one of the Department's compliance officers.

Ed Marmolejo of Marmolejo Contractors, Inc. has been an active and respected general contractor in the state of Oregon for 14 years. Over the years Mr. Marmolejo and his firm have built a solid reputation within the contracting community as a reliable and competent firm. Marmolejo Contractors, Inc. is one of the leading minority business enterprises within the state and has earned the respect of state and federal officials and representatives charged with the administration of the DBE program.

Recently Marmolejo Contractors, Inc. received a letter from Compliance Officer J.L. Widmer dated May 16, 1986. I am enclosing a copy of that letter for your information. The company strongly protests the allegations and contents of the letter and for that reason I am requesting that you personally investigate and review the events which resulted in this letter.

By way of background, you should understand that shortly before the letter was written Mr. Marmolejo protested

Pat/R

the award of a contract because the apparent low bidder only had 2-1/2 percent DBE participation. It is our understanding that Mr. Widmer took the position that the contract should be awarded to the apparent low bidder notwithstanding the relatively low minority participation. Eventually Mr. Widmer's recommendation was overridden by other higher officials in the Department of Transportation and as a result the project was awarded to another bidder who had a higher minority participation. Marmolejo Contractors, Inc. made its protest not only because it felt justified under the circumstances of the case but also because of its belief in the DBE program.

Shortly following these events, Mr. Widmer embarked on a personal effort to investigate Marmolejo Contractors, Inc. In particular, he focused upon a small job in which Marmolejo Contractors, Inc. acted as a sub-contractor and Marion Construction Co., Inc. was the prime contractor. The total amount of the value of the project to Marmolejo was only $7,800. Mr. Widmer and apparently other individuals under his direction appeared unannounced and demanded to review records of both Marmolejo and Marion. Thereafter, Mr. Widmer appeared unannounced on the second occasion. In addition, Mr. Widmer made further requests for documents and information. Apparently the supposed issue under investigation was whether Marmolejo performed a "usefully commercial function." Ed Marmolejo explained to Mr. Widmer that both Charlie Marmolejo and Ed Marmolejo had visited the project in question. Mr. Marmolejo assumed that this explanation would have been satisfactory and no facts have been brought to his attention which would corroborate the allegation. In fact, Mr. Widmer stated that the company's paperwork was in order and that he required nothing further.

Mr. Widmer's letter of May 16, 1986 is of great concern to the company in that it suggests that the company has acted improperly when in fact it has not. Moreover, Mr. Widmer states in his letter that:

> "Your future efforts on our contracts will be closely monitored to insure that your firm operates properly as a subcontractor when that status applies. This issue will be part of your file and become a further consideration along with other data in determining future certifications with this agency."

The letter in question represents a black mark on an otherwise totally unblemished record of the company. Marmolejo Contractors, Inc. believes that the letter has been written in retaliation for the protest which Marmolejo made. Although I am not suggesting a general review of the historical treatment of Marmolejo by certain individuals within the Department of Transportation, the company believes such a review would disclose further serious problems.

Marmolejo Contractors, Inc. desires to avoid a formal investigation by your office or the Federal Department of Transportation. However, the company is prepared to request such an investigation if this matter is not resolved. At this point, however, Marmolejo Contractors, Inc. is respectfully requesting that the letter of May 16, 1986 be rescinded so that the company will not be prejudiced in the future in its efforts to act as a certified disadvantaged business enterprise.

In addition, we are requesting that one other practice cease immediately. It has come to Marmolejo's attention through a number of other contractors that Mr. Widmer and perhaps other associates or co-workers of his have been disparaging the reputation of Marmolejo Contractors, Inc. in the business community. At least two contractors have informed Marmolejo that both John Widmer and an investigator have contacted them and informed them of the alleged results of their investigation and also the possibility that Marmolejo may be disbarred as a minority contractor. Obviously, the publication of this type of unfounded remark to other contractors can have a direct impact on Marmolejo's ability to function as a DBE firm.

I sincerely hope that you will give this matter your serious consideration. Again, my client feels that the matter can be resolved if the letter of May 16, 1986 is rescinded and that if in the future Marmolejo is evaluated in a more objective manner. I would request that you advise me or my client in writing of any action that may be taken in connection with this matter.

Very truly yours,

Richard C. Hunt

cc: Mr. Ed Marmolejo

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

May 16, 1986

In Reply Refer to
File No
CON 3

Ed Marmolejo, President
Marmolejo Contractors, Inc.
980 NW Wade St.
Estacada, OR 97023

RE: Arndt Rd. Slough Bridge
FAP No. BRS A616(5)
Contract No. 10,090
Performance of Disadvantaged
Business Enterprise Firm

You have not responded to my letter of April 22, 1986, giving you the opportunity to explain further your onsite activities on the above project.

After reviewing all documents furnished, meetings with your firm and Marion Construction Co., Inc., discussions with project personnel, and project monitoring, it has been determined that your firm has not performed a commercially useful function as a subcontractor on the above project. Your participation, therefore, is being considered that of a material supplier, counting 20% toward the Disadvantaged Business Enterprise goals on this contract.

Your future efforts on our contracts will be closely monitored to insure that your firm operates properly as a subcontractor when that status applies. This issue will be part of your file and become a further consideration along with other data in determining future certifications with this agency. Please be so advised.

J. L. Widmer
EEO, MBE, and Labor Compliance Officer

JLW:sc

cc: Marion Construction Co., Inc.

05134s

10,090

September 3, 1985

PRO

Dennis Everson
Development Coordinator
902 Abernethy Road
Oregon City, OR 97045-1199

Subject: 20% Local Matching Share
Arndt Road Slough Bridge
Project No. BRS-A616(5)

Dear Mr. Everson:

In reply to your August 26, 1985 letter we offer the following information.

On June 20, 1985 the Transportation Commission adopted a policy to pay one-half of the local government match on Highway Bridge Replacement (HBR) projects, effective July 1, 1985.

Attached are two documents relating to this policy and the approval of the construction of your project:

1) ODOT Policy on Highway Bridge Replacement Program.

2) U.S. Department of Transportation Form PR-1240.

Attachment 1 is an outline of the Transportation Commission policy adopted on June 20, 1985. Item 5 of the policy states:

5. The policy not be retroactive, but applied only to projects that enter the next phase of engineering (PE, ROW, or Construction) after the effective policy date of July 1, 1985.

Three weeks prior to the bid letting date the project enters the construction phase upon approval of the PR-1240 by FHWA. Attachment 2 confirms the construction phase of the subject project commenced on June 19, 1985. We therefore could not participate in the match on your project.

We understand your concern and if you need further clarification, please notify us.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:me
Encl.
cc: Bill Penhollow
E. L. Hardt
Wayne Schulte

ATTACHMENT 1

# ODOT POLICY
# HIGHWAY BRIDGE REPLACEMENT PROGRAM

1. The Department share with Local Governments a portion of the Match funds for Local Government HBR projects both on and off the Federal Aid System.

2. The Match funds of 20% be split between the State and Local Governments at 10% State and 10% Local.

3. The policy be approved on a demonstration basis only for the life of the current Surface Transportation Act (STAA), which is through September 30, 1986.

4. The policy be analyzed on or before September 30, 1986 and, at that time, in conjunction with the provisions of a new STAA, be continued, modified, or discontinued as appropriate.

5. The policy not be retroactive, but applied only to projects that enter the next phase of engineering (PE, ROW, or Construction) after an effective policy date of July 1, 1985.

6. Withhold the State's share of the local match for any Highway Bridge Replacement project in a city or county that is not meeting the required two-year inspection frequency.

GAP:DNH:pf
6/21/85

NOTE: The foregoing policy was adopted by the Oregon Transportation Commission 6-20-85.

ATTACHMENT 2
jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A616(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 21 1985
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Coulter
J. Patterson
R. Patterson
F. Horst

7. DATE AUTHORIZATION EFFECTIVE June 19, 1985
8. FEDERAL ROUTE NUMBER Secondary A616
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Arndt Road Slough Br # 06080-022-00151 Section

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-18-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $475,000, Federal Funds $380,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-13-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/20/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. H
16. TITLE For Division Administrator

August 12, 1985

CON 5
#10,090

Marion Construction Company
P. O. Box 12218
Salem, OR 97309

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,090 for work on the Arndt Road Slough Bridge Section of FAS-616 (Arndt County Road) in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Arvey Nelson

**MARION**
**CONSTRUCTION CO., INC.** General Contractors
P.O. BOX 12218 - 1620 Oxford Street S.E., Salem, Oregon 97309 - 581-1920

July 16, 1985

Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Arndt Road Slough Bridge
FAS A616 (Arndt Road)
Clackamas County

Gentlemen:

For the above project we propose to use the following Minority/ Disadvantaged and Women-owned businesses:

DBE/MBE

| | |
|---|---|
| Marmolejo Contractors, Inc.- (Bid Item 41) | 7,828.00 |
| Arrow Brothers Corp. - (Bid Items 20, 21, 22, 23) | 11,080.00 |
| Total DBE/MBE Participation | $18,908.00 = 5.3% |

WBE

| | |
|---|---|
| The Lady's Construction Co. (Bid Items 2, 3, 5, 30, 31) | 4,978.00 |
| Total WBE Participation | $4,978.00 = 1.4% |

Very truly yours,

Dale R. Peterson

Dale R. Peterson
MARION CONSTRUCTION COMPANY

DRP/pjp

RECEIVED
JUL 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones

10,090

July 15, 1985

PRO

Winston Kurth, Director
Department of Transportation
and Development
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Subject: Arndt Road Slough Bridge
Project No. BRS-A616(5)
Clackamas County

On July 11, 1985 the State Highway Division received a satisfactory bid from Marion Construction Company, P.O. Box 12218 Salem, Oregon 97309, on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7779 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction cost as computed below:

| | | |
|---|---|---|
| Contractors Bid | | $358,973.00 |
| Anticipated Items | | 3,390.00 |
| SUBTOTAL | | $362,363.00 |
| Contingencies (4-1/2%) | | 16,306.33 |
| Engineering (9%) | | 32,612.67 |
| Total Construction Cost | | $411,282.00 |
| Estimated P.E. & R/W Cost | | 81,000.00 |
| Less Free Bridge Design & Specs. | | (12,500.00) |
| Less Federal Funds | | (383,825.60) |
| Less County's Advance Deposits | | |
| P.E. & R/W | $10,840 | |
| 65% Const. | 61,600 | (72,440.00) |
| COUNTY'S REMAINING BALANCE DUE | | $ 23,516.40 |
| ADVANCE DEPOSIT (ROUNDED) | | $ 23,500.00 |

LGID
Received 8-2-85
MCS

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $23,500 by August 2, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bcc: w/AD #85-85 Wayne Schulte, Metro Region
Vern Skoog - Please return completed AD #85-85 when advance deposit is received.

10,090

6-24-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 503

County Clackamas

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-A616(1) Prefix 503-2544

Project Name Arndt Road Slough Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 02 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this ___ day of June, 1985

County of ___

Dale Harlan
County Judge/Chairman

Ed Lindquist
Commissioner

Commissioner

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 6-24-85

Instructions: Complete A or B and C.
R/W File No. ___
Rev. 1/81

10,090

June 21, 1985

PRO

Winston Kurth, Director
Department of Environmental Services
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Department of Transportation Development

Subject: Arndt Road Slough Bridge
Project No. BRS-A616(5)
Clackamas County

On July 11, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7779 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

| | |
|---|---|
| Estimated Total Construction Cost | $473,800.00 |
| Less Federal Funds (80%) | (379,040.00) |
| County's Share (20%) | $ 94,760.00 |
| 65% of County's Share & Advance Deposit | $ 61,600.00 |

We will award the contract when we receive your advance deposit in the amount of $61,600 and the Transportation Commission approval is received. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

- LGIP
Received 8-2-85
MKS

MKS:me
Attachment
bcc: w/AD #85-68 Wayne Schulte, Metro Region
Vern Skoog - Please return completed AD #85-68 when advance deposit is received.

jc [illegible]

Con 19-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRS-A616(5) Arndt

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 6-20-85

4. PROGRAM NO.

5. ITEM NO.
30030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig. to 6/21

RECEIVED
STATE HWY ENGR
JUN 21 '85
REFER TO Potter
FOR
Info | Inv | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE
June 19, 1985

8. FEDERAL ROUTE NUMBER
Secondary A616

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Arndt Road Slough Br # 06080-022-00151 Section

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-18-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $475,000, Federal Funds $380,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-13-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE
6/20/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. H

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,090

6-10-85

**Section** Arndt Road Slough Bridge **Programming Estimate $** 250,000
**Highway** FAS A616 (Arndt Road **Project Length** .25 Mile
**County** Clackamas **Completion Time** -
**Kind of Work** Grading, Paving & Structure **~~Est.~~ Comp. Date** Not Later Than June 30, 1986
**Prefix** 503-1906 **Letting Date** July ~~[illegible]~~ 11, 1985 **Project No.** BRS-A616(5)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Revised 6-7-85
Revised 6-10-85

| | | |
|---|---|---|
| Estimated Contract Amount . . . . | | $ ~~407,840$^{50}$~~<br>~~407,860$^{50}$~~<br>414,036$^{50}$ |
| Anticipated Additional Items: | | |
| Royalty Payment. . . . . . . . . . . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . . . . . . . | | |
| Permanent Pavement Striping. . . . . . . . . . . | 1,750$^{00}$ | |
| Temporary Pavement Striping. . . . . . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | |
| Temporary Erosion Control . . . . . . . . . . . | 500- | |
| State Furnished ______ . . . . . . | | |
| Roadside Seeding & Mulching . . . . . . . . . . | | $ 3,390$^{00}$ ✓✓ |
| Asphalt Cement Adjustment . . . . . . . . . . . | | |
| On the Job Trainees ($0.80 x ____ hrs.) . . . . | | |
| State Responsibility for Damages . . . . . . . . | | |
| Signal Controller Testing . . . . . . . . . . . | | |
| "OPTICOM" Testing . . . . . . . . . . . . . . . | | |
| Bikeway Signs . . . . . . . . . . . . . . . . . | | |
| Bikeway Striping & Legend . . . . . . . . . . . | | |
| Signing - Remove & Reinstall . . . . . . | $1,000- | |
| Bi-Directional Yellow Markers (40 @ 3$^{50}$) | 140$^{00}$ | |
| Adjust Utilities: | | |

| | | | |
|---|---|---|---|
| Subtotal | 417,426$^{50}$ | $ ~~411,250$^{50}$~~ | ~~411,250$^{50}$~~ |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . . | 18,784$^{69}$ | ~~18,505$^{37}$~~ | ~~18,506$^{27}$~~ |
| Engineering (8, [✓ 9], 10%) . . . . . . . . . . . . . . . | 37,568$^{39}$ | ~~37,010$^{75}$~~ | ~~37,012$^{65}$~~ |
| Subtotal | 473,779$^{08}$ | $ ~~466,746$^{62}$~~ | ~~466,769$^{32}$~~ |
| Credit for ________ . . . . . . | | | |

Estimated Net Authorization, Construction . . . . . . . . . . . . . . $ ~~466,746$^{62}$~~
~~466,769$^{32}$~~
473,779$^{08}$

APPROVED Received 3:35 PM
6-10-85
ch

______________________
Road Design Engineer

Robert

Rev. 11/81

# SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

| | | | | |
|---|---|---|---|---|
| SECTION<br>Arndt Road Slough Bridge Sec. | | COUNTY<br>Clackamas | | SHEET 1 OF 3 |
| KIND OF WORK<br>Grading, Paving & Structure | KEY NUMBER | LENGTH<br>.25 Mi | DATE<br>5-15-85 | NAME Leroy Churchill |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | — | 30,000 - |
| | Temporary Protection and Direction of Traffic | | All | All | — | 2,000 - |
| | Temporary Signs | | Sq.Ft. | 275 | 6 - | 1,650 - |
| | Temporary Barricades | | Each | 11 | 70 - | 770 - |
| | Flaggers | | Hour | 210 | 15 - | 3,150 - |
| | ROADWORK | | | | | |
| | Clearing and Grubbing | | All | All | — | 4,000 - |
| | Removal of Structures and Obstructions | | All | All | — | 500 - |
| | Removal of Pavement | | Sq.Yd. | 800 | 2 50 | 2,000 - |
| | Toe Trench Excavation | | Cu.Yd. | 400 | 8 00 | 3,200 - |
| | Embankment in Place | | Cu.Yd. | 13,690 | 4 75 | 65,027 50 |
| | Trench Excavation | | Cu.Yd. | 96<br>~~94~~ | 10 00 | 960 -<br>~~940~~ |
| | Finishing Roadbed and Slopes | | All | All | — | 2,500 - |
| | Aggregate Shoulders | | Ton | 1100 | 7 50 | 8,250 - |
| | Cement Treated Base ~~Mixture~~ | 308 | Ton | 3200 | ~~14 07~~<br>~~10 00~~<br>16 - | ~~45,024~~<br>~~32,000~~<br>51,200 |
| | ~~Portland Cement in CTB Mixture~~ | | ~~Ton~~ | ~~176~~ | ~~74 00~~ | ~~13,024~~ |

734-1736 (REV. 2-84)

# SUMMARY--BID SCHEDULE--COST ESTIMATE
## OREGON STATE HIGHWAY DIVISION

| | | | | | |
|---|---|---|---|---|---|
| SECTION<br>Arndt Road Slough Bridge Sec. | | COUNTY<br>Clackamas | | SHEET 2 | OF 3 |
| KIND OF WORK<br>Grading, Paving and Structure | KEY NUMBER | LENGTH<br>.25Mi | DATE<br>5-15-85 | NAME Leroy Churchill | |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | | | | | | |
| | Class B Asphalt Concrete | 403 | Ton | 1350 | 33$^{00}$ | 44,550 - |
| | 12-inch Culvert Pipe | | Lin. Ft. | 36 | 16$^{00}$ | 576 - |
| | 18-inch Culvert Pipe | | Lin. Ft. | 100 | 23$^{00}$ | 2,300 - |
| | 60-inch Arch ~~Type~~ Culvert Pipe | | Lin. Ft. | 118 | 101$^{00}$ | 11,918 - |
| | 6-inch Drain Pipe | | Lin. Ft. | 94 | 8$^{00}$ | 752 - |
| | Gravel in Drains | | Cu. yd. | 8 | 20$^{00}$ | 160 - |
| | Guard Rail, Type 2A | | Lin. Ft. | 300 | 17$^{00}$ | 5,100 - |
| | Guard Rail, Type 3 | | Lin. Ft. | 100 | 30$^{00}$ | 3,000 - |
| | Guard Rail Anchors, Type 1 | | Each | 4 | 350$^{00}$ | 1,400 - |
| | Rail End Pieces, Type C | | Each | 4 | 90$^{00}$ | 360 - |
| | Salvage and Reinstall Gate | | Each | 1 | 200$^{00}$ | 200 - |
| | Extra for Asphalt Approaches | | Each | 8 | 200$^{00}$ | 1600 - |
| | Paved Culbert End Slopes | | Sq. Ft. | 31 | 10$^{00}$ | 310 - |
| | Geotextile Fabric in Drains | | Sq. yd. | 94 | 3$^{00}$ | 282 - |
| | Loose Riprap, Class 700 | | Cu. yd. | 1000 | 18$^{00}$ | 18,000 - |
| | Delineators, Type 2 | | Each | 36 | 20$^{00}$ | 720 - |
| | Single Mailbox Supports | | Each | 3 | 100$^{00}$ | 300 - |
| | Seeding, Fertilizing and Mulching | | Acre | 1 | 1,000 - | 1,000 - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

734-1736 (REV. 2-84)

# SUMMARY--BID SCHEDULE--COST ESTIMATE
## OREGON STATE HIGHWAY DIVISION

| | | | | |
|---|---|---|---|---|
| SECTION<br>Arndt Road Slough Bridge Section | | COUNTY<br>Clackamas | | SHEET 3 OF 3 |
| KIND OF WORK<br>Grading, Paving and Structure | KEY NUMBER | LENGTH<br>0.25 Mi. | DATE<br>5-15-85 | NAME Leroy Churchill |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | STRUCTURES | | | | | |
| | Bridge Removal Work | | All | All | | 4,200- |
| | Shoring, Cribbing, Etc. | | All | All | | 5,000- |
| | Structure Excavation | | Cu. yd. | 216 | 10- | 2,160- |
| | Structure Excavation Below Elevations Shown | | Cu. yd. | 22 | 10- | 220- |
| | Structural Concrete, Class 3300 | | All<br>~~Cu. yd.~~ | All<br>~~69~~ | ~~225-~~ | 15,525- |
| | Structural Concrete, Class 4500 | | All<br>~~Cu. yd.~~ | All<br>~~261~~ | ~~240-~~ | 62,640- |
| | Reinforcement | | All<br>~~lb.~~ | All<br>~~51,100~~ | ~~0.42~~ | 21,462- |
| | Coated Reinforcement | | All<br>~~lb.~~ | All<br>~~30,500~~ | ~~0.60~~ | 18,300- |
| | Reinforced Concrete Bridge End Panels | | Sq. yd. | 182 | 55- | 10,010- |
| | Concrete Bridge Rail | | Lin. Ft. | 212 | 32- | 6,784- |
| | | | | | | ~~407~~,831 $^{50}$ |
| | | | Revised 5/22/85 | | | ~~407,840 $^{50}$~~ |
| | | | Revised 6-6-85 | | | |
| | | | Revised 6-7-85 | | | ~~407,860 $^{50}$~~ |
| | | | Revised 6-10-85 | | | 414,036 $^{50}$ |

734-1736 (REV. 2-84)

RECEIVED
JUN 13 1985
ROAD DESIGN
SECTION

___ RDE
C4 FDE
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OREGON DEPARTMENT OF TRANSPORTATION

## NOISE STUDY REPORT

| | | | |
|---|---|---|---|
| PROJECT | Arndt Road Slough Bridge | PREPARER | Holly Juza |
| HIGHWAY | Arndt Road | DATE | June 7, 1985 |
| COUNTY | Clackamas | CITY | near Barlow |

---

PROJECT DESCRIPTION:

The project will replace the existing Bridge No. 6080 over Arndt Road Slough, an overflow channel of the Pudding River, with a concrete slab structure. The project is to include a modification of the road alignment needed to improve the roadway safety characteristics. (See Figure 1)

---

EXISTING LAND USE ACTIVITIES:

Land use along the project includes two houses, a House/Business and fields. (See Figure 2)

---

TRAFFIC DATA AND PREDICTED NOISE LEVELS

| Year | Autos (vehicles per hour) | Medium Trucks (vehicles per hour) | Heavy Trucks (vehicles per hour) | Speed (mph) | Leq @ 50 feet (from road centerline) | Leq ___ dBA Contour Distance (from road centerline) |
|---|---|---|---|---|---|---|
| (Existing) | | | | | | |
| (No-Build) | | | (See tables 1, 2, and 3) | | | |
| (Build) | | | | | | |

## EXISTING SOUND LEVELS:

Traffic noise dominates sound levels along the project. There is also some air craft noise. Two noise measurements were taken on June 5, 1985. The measures levels were LEQ 62 dBA and LEQ 53 dBA. (See Figure 2 and Table 2)

## TRAFFIC NOISE IMPACTS:

There are no noise impacts. All traffic noise levels are below the noise abatement criteria. Predicted noise levels for the Build Alternative are only 2-3 dBA above existing levels. This increase is small and should not be noticable.

## TRAFFIC NOISE MITIGATION:

No mitigation is required.

## CONSTRUCTION NOISE:

Impacts: The houses along the project will be exposed to temporary high noise levels during project construction due to construction equipment.

Mitigation: See Attachment.

## LOCAL COORDINATION:

A copy of this report will be sent to Clackamas County.

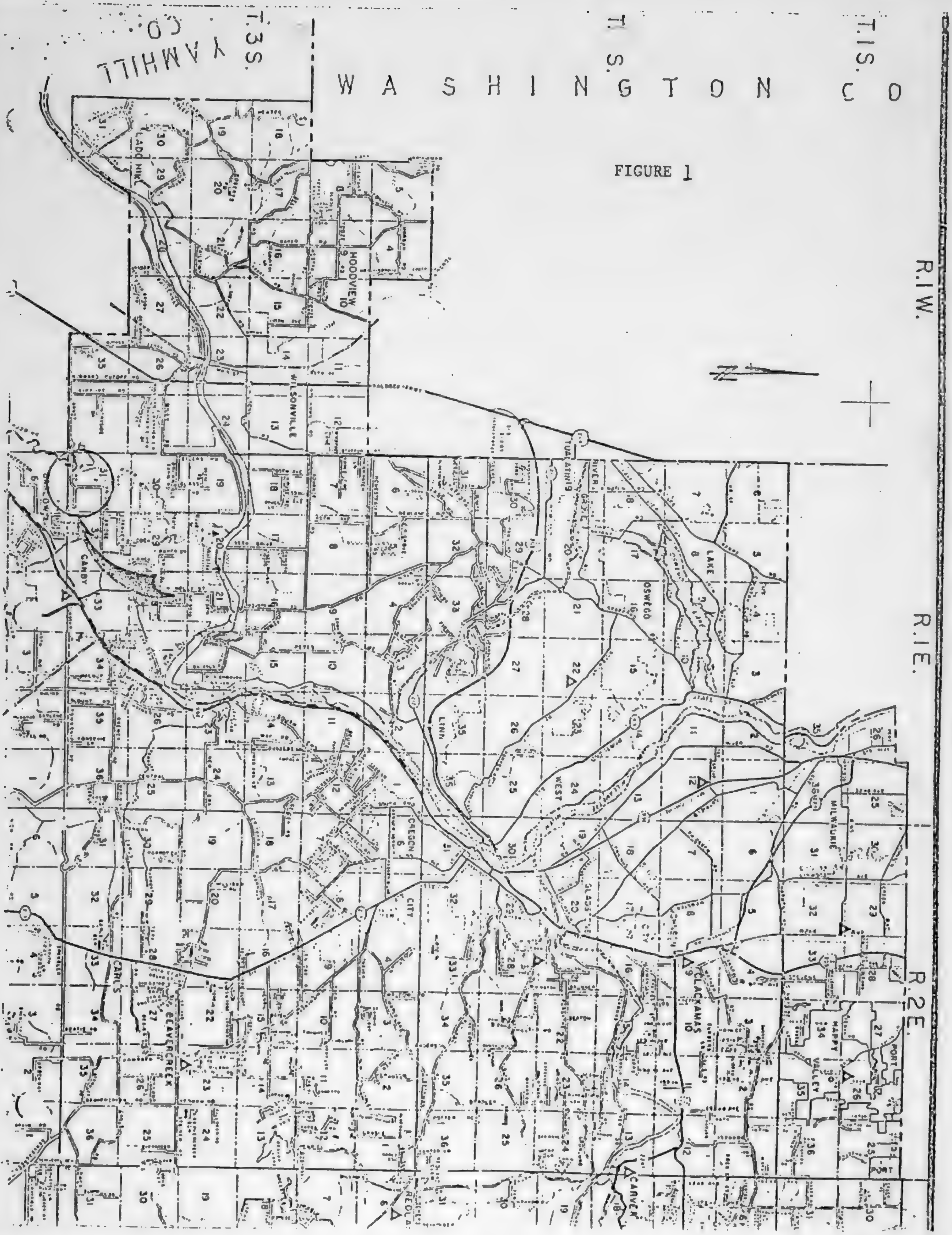
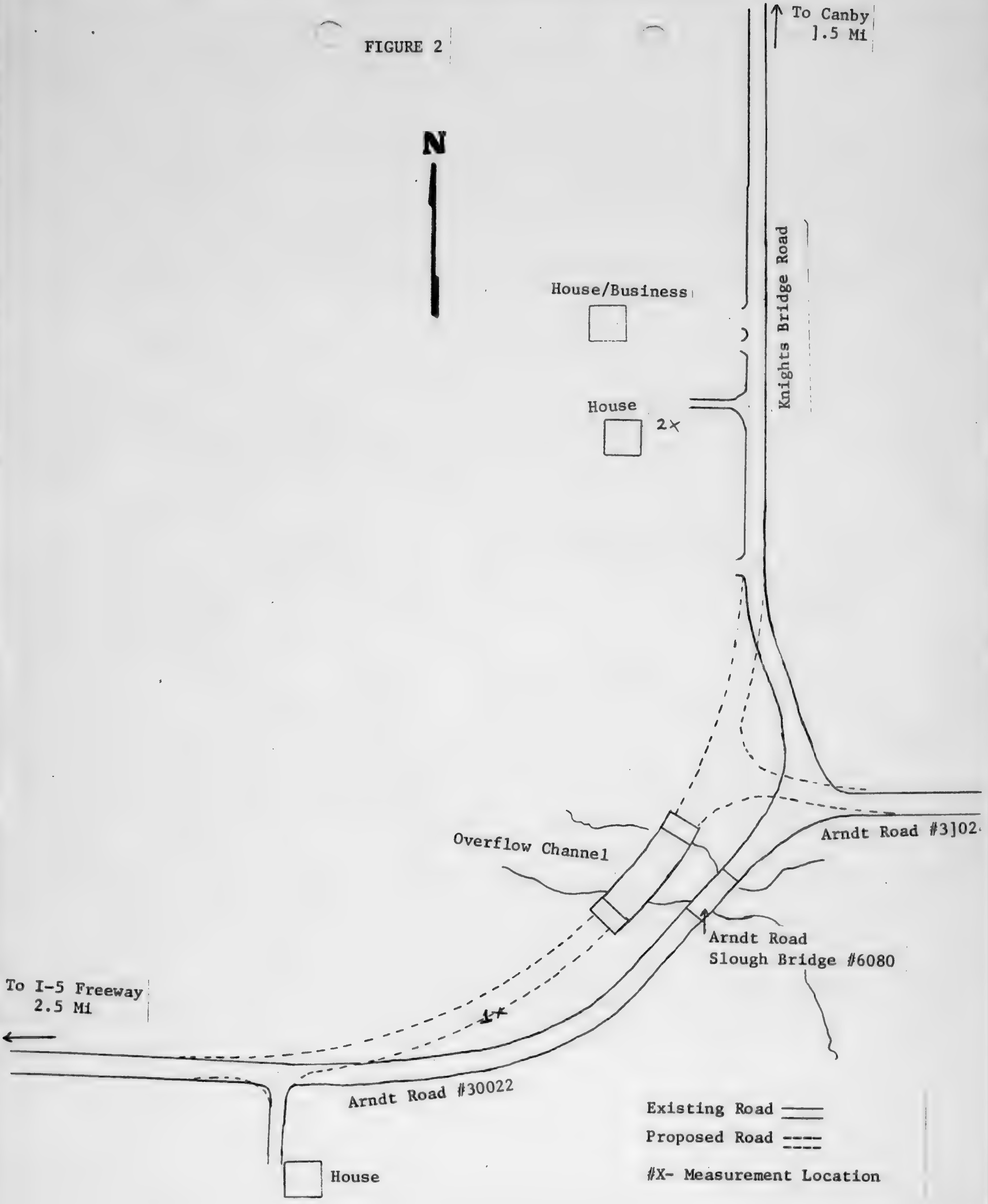


FIGURE 1

YAMHILL CO.
T.3S.
T.2S.
T.1S.
WASHINGTON CO
R.1W.
R.1E.
R.2E.
LADD HILL
WOODVIEW
WILSONVILLE
TUALATIN
RIVER GROVE
LAKE OSWEGO
CANBY
WEST LINN
CRESCENT
OREGON CITY
GLADSTONE
MILWAUKIE
CLACKAMAS
HAPPY VALLEY
PORTLAND
CARUS
BEAVERCREEK
REDLAND
CARVER

FIGURE 2



To Canby
1.5 Mi
N
House/Business
Knights Bridge Road
House
2×
Overflow Channel
Arndt Road #3102
Arndt Road
Slough Bridge #6080
To I-5 Freeway
2.5 Mi
1×
Arndt Road #30022
House
Existing Road
Proposed Road
#X- Measurement Location

Table 1

EIS TRAFFIC DATA

Project Arndt Road Slough Bridge Location Clackamas Alternative ____________

| HIGHWAY SECTION | DIST. | YEAR | AVERAGE DAY | | | PEAK HOUR | | | | AVG HOUR-PK 8 HR. | | | PEAK TRUCK HOUR | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | VOLUME | TRUCKS | SP | Auto | M.T. | H.T. | SP | VOLUME | TRUCKS | SP | Auto | M.T. | H.T. | SP |
| Arndt Road Slough Bridge | No-Build | 1985 | | | | 560 | 8 | 5 | 40 | | | | 280 | 16 | 24 | 40 |
| | | 2005 | | | | 960 | 13 | 9 | 40 | | | | 490 | 28 | 41 | 40 |
| | Build | 1985 | | | | 560 | 8 | 5 | 45 | | | | 280 | 16 | 24 | 45 |
| | | 2005 | | | | 960 | 13 | 9 | 45 | | | | 490 | 28 | 41 | 45 |
| 10-11 AM (Taken during Noise Measurement) | | | | | | | | | | | | | | | | |
| Arndt Road | | 1985 | | | | 189 | 12 | 6 | 40 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Knights Br. Road | | 1985 | | | | 123 | 3 | 3 | 40 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
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Abbreviations:
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (two axles - six tires)
H.T. = Heavy Trucks (three or more axles)
Vol. = Traffic Volume (Veh/day or Veh/Hr. - two way)

Analyst: ____________

Date: ____________

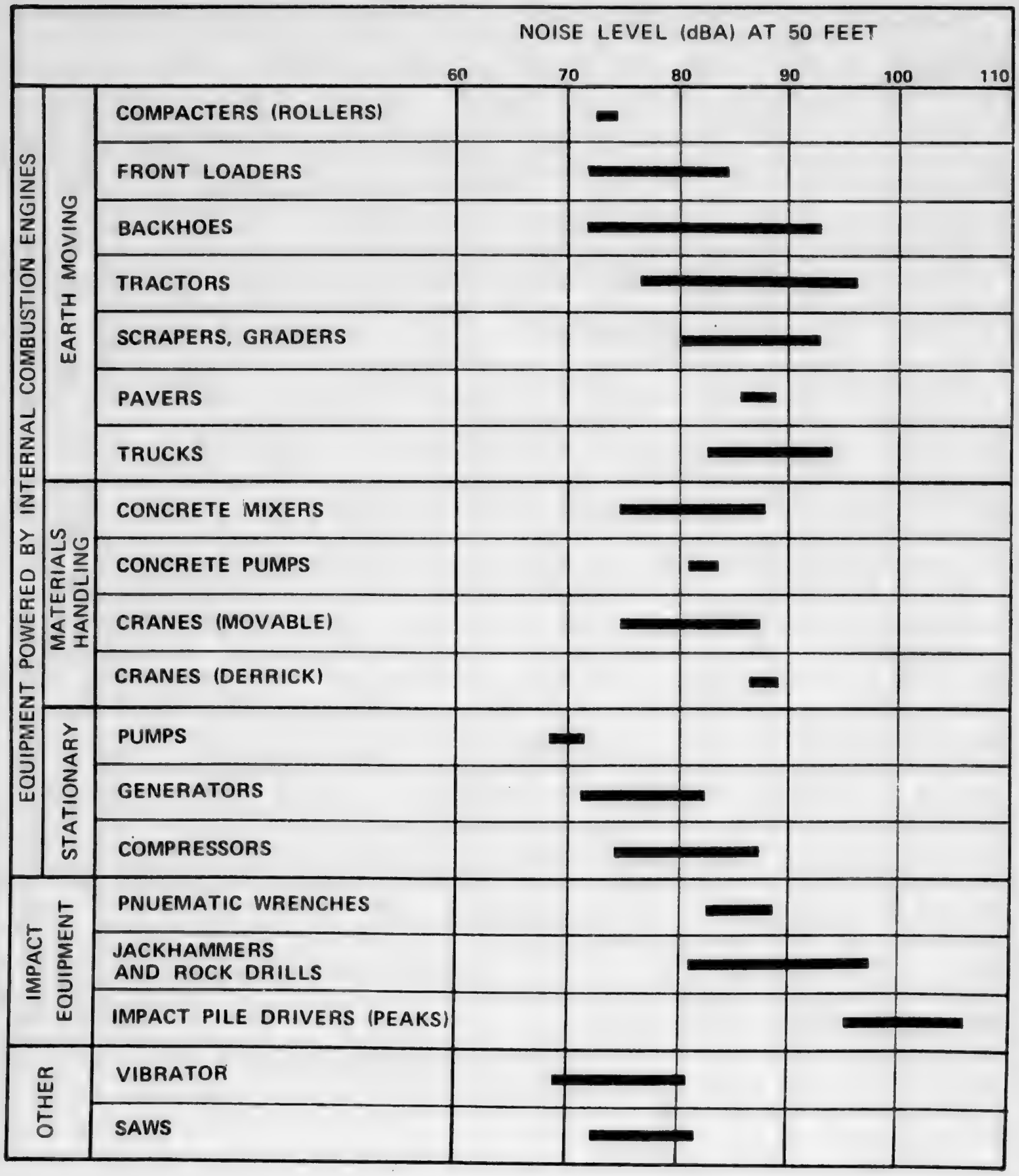
Table 2

| Measurement Location | Year | LEQ Measured | LEQ Calculated |
|---|---|---|---|
| Site #1 | 1985<br>(10-11 AM) | 61 dBA | 62 dBA |
| Site #1 | 1985<br>(10-11 AM) | 53 dBA | 55 dBA |

Table 3

| Location | Year | LEQ |
|---|---|---|
| House: at 2386 Knights Bridge Road | Existing<br>2005: Build<br>2005: No-Build | 62 dBA<br>65 dBA<br>64 dBA |
| House: at 6400 South Arndt Road | Existing<br>2005: Build<br>2005: No-Build | 62 dBA<br>64 dBA<br>64 dBA |

CONSTRUCTION EQUIPMENT NOISE RANGES



The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the Project Manager.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the Project Manager.

5. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the Project Manager.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the Project Manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

10,090

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 9, 1985

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 30030
Project No. BRS-A616(5)
Arndt Road Slough Bridge Section
County Road
Clackamas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 27, 1985.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
Karen Bunk, Metro Region
Michael Shultz, w/attach.
General Files

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

May 9, 1985

## FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| JECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| . Rd., Approx. 2 mi. SW of Canby | | 580 DHV<br>4,800 | - - - | - - | 10 | Oregon | 41 | 118 | 30030 |

| WORK (35 typewriter | NATL. FOREST | FA ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | 1. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | BRS | A616 | (5) | | |

Bridge Replacement (Mandatory 65% On-System)

- - -

COUNTY NAME: Clackamas

CODE:

ROUTE NO. S

FEDERAL-AID: A616 UC

STATE: Co. Rd.

U.S.: --

PROGRAM STAGE ☐ 1 OR ☐ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | | | | | | |
| OW | | | | | | | | |
| ONST<br>ODE)<br>020 | (09) | "Arndt Road Slough Bridge Section" | 0.252 | 580,000 | 464,000 | - - - | 116,000 | |
| | DRH:me | PROJECT TOTALS | 0.252 | 580,000 | 464,000 | - - - | 116,000 | |

OVAL DATES
10-1-84
10-1-83

REMARKS

Additional Data: Item No. 30030;
Project No. BRS-A616(3)

-OVER-

USCOMM DUSCOMM-DC 48005-P61

Budget Bureau No. 41-R20

FORM PR-1
(REV. 4-61)

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.: May 9, 1985

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., Approx. 2 mi. SW of Canby | ADT | PRESENT<br>580 DHV<br>4,800 | FUTURE<br>- - - | YEAR<br>- - | REGION<br>10 |
| | | | | | | | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Structures | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR. | PROJECT NUMBER PREFIX LETTER(S)<br>BRS | NUMBER<br>A616 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Bridge Replacement (Mandatory 65% On-System) | COUNTY NAME<br>Clackamas | | | | |
| | NAME OF URBAN AREA<br>- - - | ROUTE NO. S | FEDERAL-AID<br>A616 UC | STATE<br>Co. Rd. | U.S.<br>-- | |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE)<br>X020 | (09) | "Arndt Road Slough Bridge Section" | 0.252 | 580,000 | 464,000 | - - - | 116,000 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>DRH:me | PROJECT TOTALS | 0.252 | 580,000 | 464,000 | - - - | 116,000 |
| 1 | 14 | PROGRAM APPROVAL DATES<br>10-1-84<br>10-1-83 | | | | REMARKS | | |

Additional Data: Item No. 3003
Project No.

Key No. 00472

-OVE

## ARNDT ROAD SLOUGH BRIDGE SECTION

Remarks continued:

Project Data: Work under this project consists of 1) construct one reinforced concrete slab span structure (Bridge No. 6080A) total length 105 ft., roadway width 40 ft. on new alignment; 2) construct approaches on improved alignment requiring grade, drain and H-T pavement; 3) remove existing bridge; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7779 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2 was executed 1-6-83).

Note: 1) This project is in Congressional District No. 5
2) Included in 6 Yr. HIP on page 121 and included in FY '85 Status Report.

rll

U. S. DEPARTMENT OF TRANSPORT… ON
FEDERAL HIGHWAY ADMINISTR… ON

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A616(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-12-85

4. PROGRAM NO.

5. ITEM NO. 30030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/11/85

8. FEDERAL ROUTE NUMBER Secondary A616

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Arndt Road Slough Bridge #06080-022-00151

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/7/85 I approve the revised Preliminary Engineering costs to a TEC of $63,800; Federal Funds $51,040.

(Increase TEC $21,550; Federal Funds $17,240)

RECEIVED
STATE HWY ENGR
FEB 14 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
2/14

14. DATE 2/12/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,090 2-8-85

OREGON

# TRANSPORTATION

VAY DIVISION

POSED PROJECT

# UGH BRIDGE SEC.

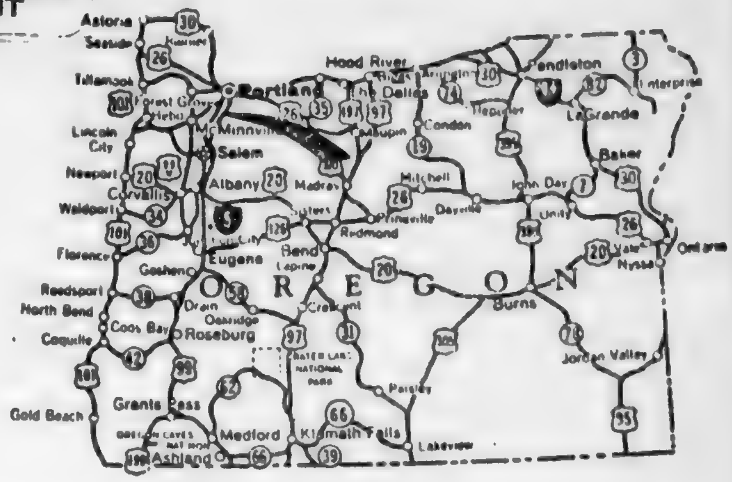
## RNDT ROAD)

## S COUNTY

| Ar.. t Road Slough Bridge Sec.<br>FAS A616 (ARNDT ROAD)<br>CLACKAMAS COUNTY | | | | Sheet No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

HBR-C

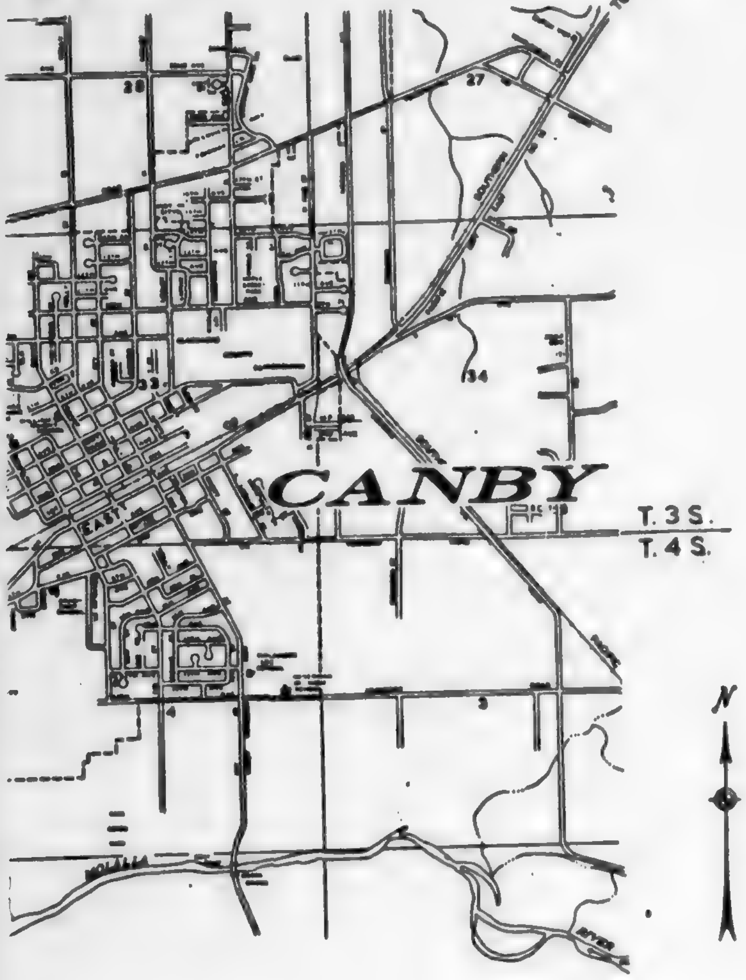
PRELIMINARY COPY
JAN 22 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT



Astoria
Seaside
Tillamook
Forest Grove
Portland
Hood River
The Dalles
Arlington
Pendleton
Enterprise
LaGrande
Heppner
Condon
Madras
Minnville
Lincoln City
Salem
Newport
Corvallis
Albany
Waldport
Mitchell
John Day
Baker
Unity
Dayville
Prineville
Redmond
Sisters
Florence
Eugene
Bend
Vale
Nyssa
Ontario
Goshen
Reedsport
North Bend
Coos Bay
Coquille
Drain
Oakridge
Roseburg
Crescent
Burns
Jordan Valley
OREGON
Crater Lake National Park
Gold Beach
Grants Pass
Paisley
Medford
Klamath Falls
Lakeview
Ashland
Oregon Caves National Monument

## CONTRACT PROJECT

"A" 30+50



TO OREGON CITY
27
28
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34
CANBY
T. 3 S.
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h Map

300 3600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED Feb. 8 1985

BOARD OF COMMISSIONERS OF ________ COUNTY

BY ~~COMMISSIONER~~

Operations Division

COMMISSIONER

COMMISSIONER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Peter J. Brix | VICE CHAIRMAN |
| Robert F Dwyer | COMMISSIONER |
| N B Giustina | COMMISSIONER |
| Samuel T Naito | COMMISSIONER |
| Fred D Miller | DIRECTOR OF TRANSPORTATION |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

10,010

Arndt

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Clackamas Co.

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID# | 00472 |
| SECTION | Arndt Road Slough Bridge |
| REGION | Metro |

Co. Rd. SURVEY AUTHORITY

| | |
|---|---|
| AUTHORIZATION NO. | 3 |
| PREFIX | 503-1906 |
| DATE | 1/28/85 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 24,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 500 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | 500 | 918 LOCATION | | 4,700 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 200 |
| 905 FINAL DESIGN | | 7,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 7,000 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | 1,500 | 938 REGION ENVIRONMENT | | 100 |
| 907 PRELIMINARY DESIGN | | 200 | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | 2,700 | 923 ENVIRONMENTAL SECTION | | 300 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 3,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 5,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 1,000 | 927 FREE BRIDGE DESIGN | | 4,000 | | | 1,000 |
| 914 REGION UTIL-ITY LIAISON | | 500 | 932 RAILROAD & UTILITIES | | 100 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 63,800 |
| PREVIOUS AUTHORIZATION | | $ 42,250 |
| ADD. AUTH. REQUIRED | | $ 21,550 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRS-A616(3)

LOCATION ENGINEER'S REMARKS

This project was redesigned, with extra work done by final design, R/W, hydraulics, location section and region geology.

This authorization reflects the additional expenses incurred for this redesign.

RECEIVED
FEB 25 1985
ROAD DESIGN SECTION

1 RLE
4 FDE
LE
SE
4 FPC VKm
2 PDE
LFE
GTE
3 Edwards E

| | | | |
|---|---|---|---|
| PREPARED BY<br>Kit Leshk Cost & Records | DATE<br>1/28/85 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>2/11/85 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X BB Pool | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>12/13/82, 11/9/83 & 2/11/85 | |

734-1914 (7-82)

CON 17-1
[illegible]

ROAD DESIGN SECTION

DES 16

Bob Schalk
Project Manager

January 28, 1985

Richard Kuehn
Final Design Engineer

File 54019
Arndt Road Slouth Bridge
Clackamas County

The proposal in your January 18, 1985 letter to me requesting a revision to the proposed channel change was reviewed by the Designer, Bridge Section and Hydraulics.

Your proposal appears feasible and this change is being made in the plans.

RK:KD:bn

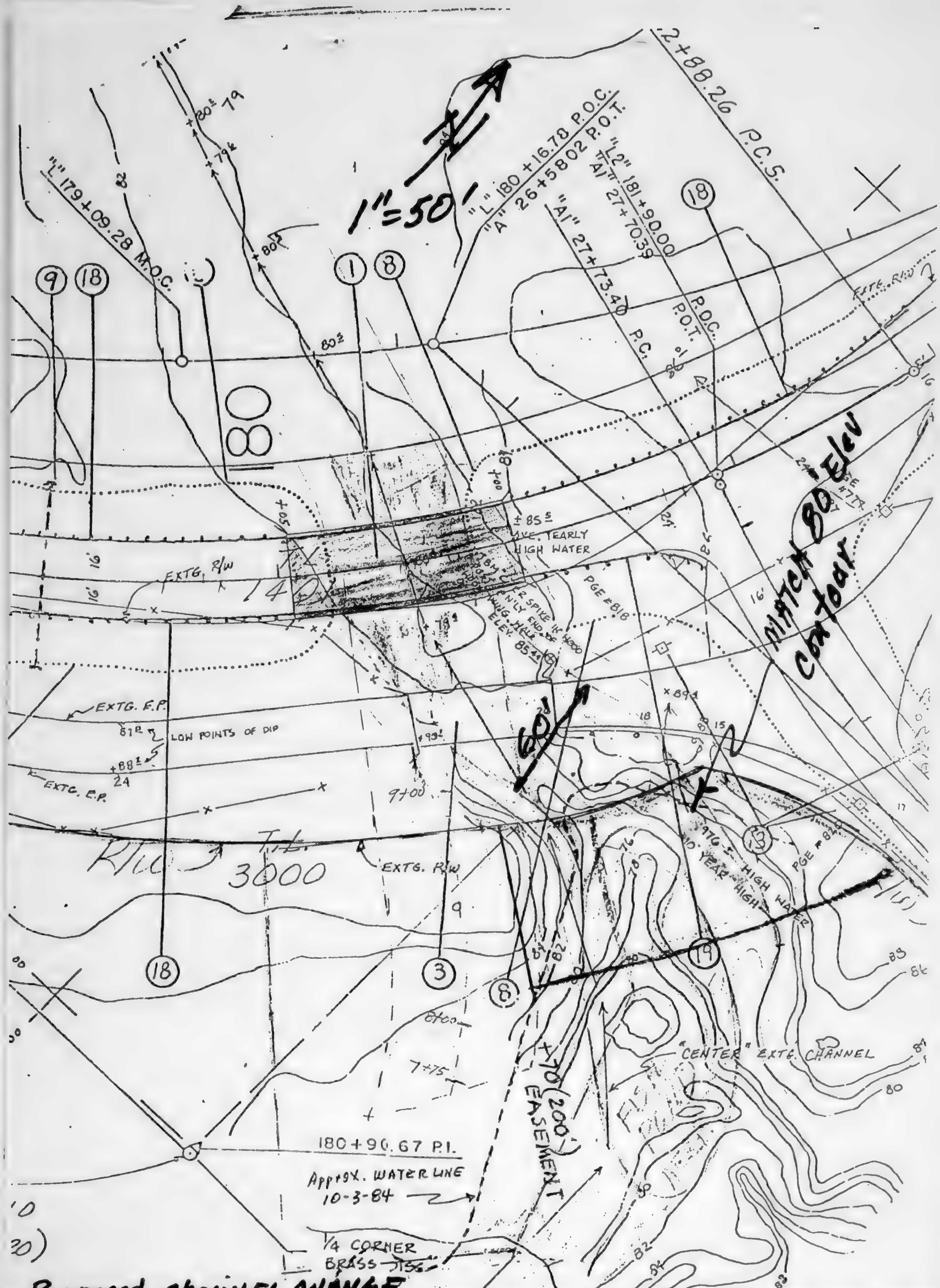
Atch.

cc: F. Roberts
✓ C. Duval

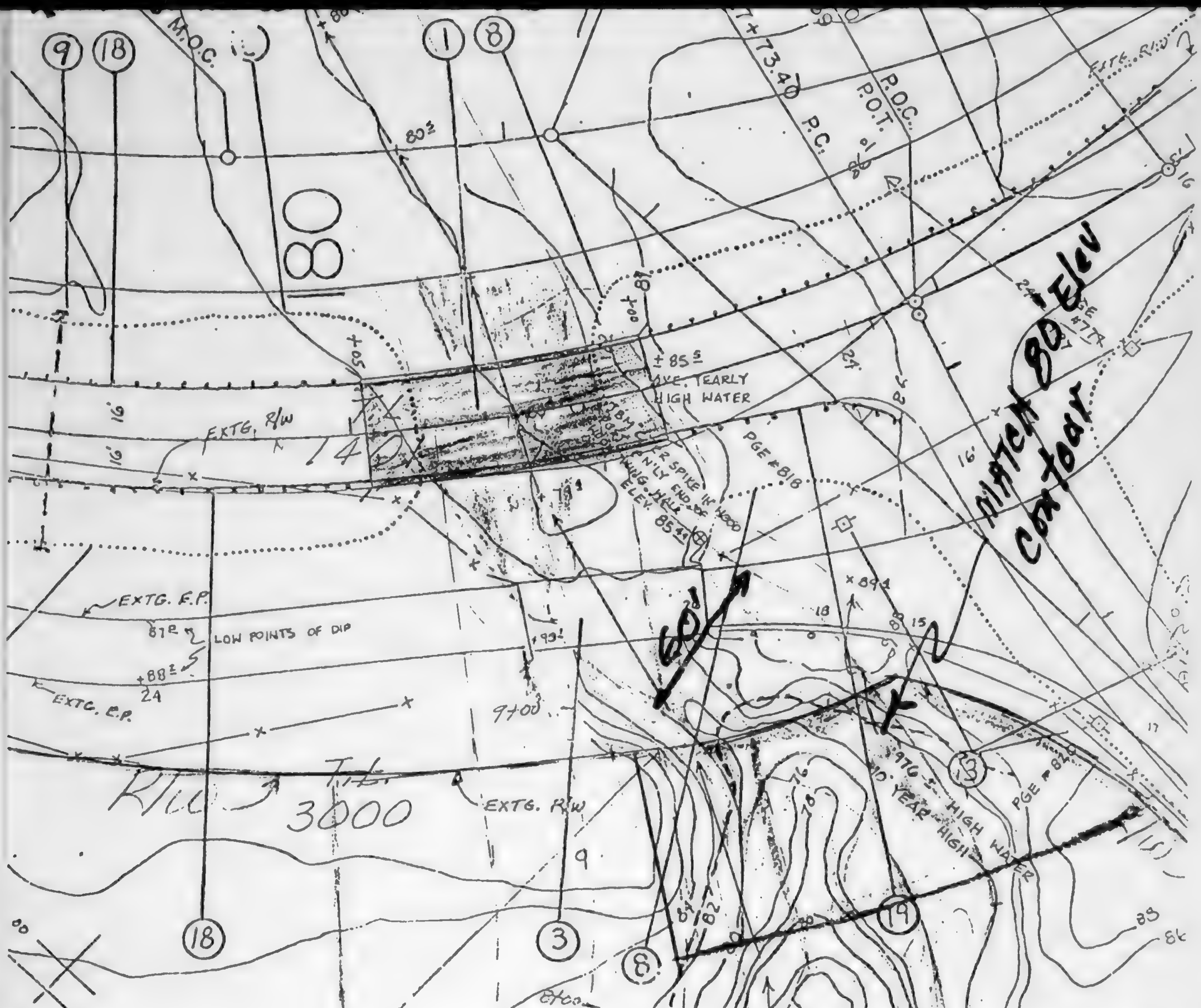
RECEIVED
JAN 29 1985
ROAD DESIGN SECTION

RDE
✓ FDE
LE
SE
✓ FPC
PDE
LFE
OTE

BPC
FDE
CAD
Copy All
Return To
B/U / /


1"=50'
"L" 179+09.28 M.O.C.
"L" 180+16.78 P.O.C.
"A" 26+58.02 P.O.T.
"L2" 181+90.00
"A1" 27+70.39
"A1" 27+73.40 P.C.
P.O.C.
P.O.T.
2+88.26 P.C.S.
9
18
1
8
18
80
EXTG. R/W
±85± AVE. YEARLY HIGH WATER
PGE #818
ELEV. 85.4±
EXTG. E.P.
LOW POINTS OF DIP
EXTG. E.P.
60'
MATCH 80 Elev contour
T.L. 3000
EXTG. R/W
EXTG. 10 YEAR HIGH WATER
13
18
3
8
19
"CENTER" EXTG. CHANNEL
+70 (200') EASEMENT
180+90.67 P.I.
Approx. WATER LINE 10-3-84
1/4 CORNER BRASS

Proposed channel change



9
18
M.O.C.
1
8
7+73.40 P.C.
P.O.C.
P.O.T.
80±
80
±85±
AVE. YEARLY HIGH WATER
EXTG. R/W
140
R SPIKE IN WOOD
N'LY END OF
ELEV. 85±
PGE #818
MATCH 80 Elev Contour
EXTG. E.P.
LOW POINTS OF DIP
87±
+88±
24
EXTG. E.P.
+93±
9+00
60'
R/W
T.L.
3000
EXTG. R/W
9
10 YEAR HIGH
97.6± HIGH WATER
PGE #82
13
18
3
8
19
83
84
"CENTER" EXTG. CHANNEL
80
7+75
70 (200)
EASEMENT
180+90.67 P.I.
Approx. WATER LINE 10-3-84
1/4 CORNER BRASS
82
84
88

Proposed channel CHANGE
IN Blue

Easement change IN ORANGE

DESIGN channel & EASEMENT IN YELLOW

1-18-85 RHS

Clackamas
County

ROAD DESIGN SECTION

December 18, 1984

DES 16

Oregon Division of State Lands
1445 State Street, N.E.
Salem, OR 97310

Attention: Marge Akers

RE: Arndt Road Slough Bridge Section
Arndt Road, FAS-A616
Clackamas County

Attached is a preliminary plan and vicinity map for an overflow structure that we plan to build in the near future.

Our best information is that this is strictly an overflow channel that only contains water once or twice each year or so. The site is a pasture and no wetlands will be impacted by the construction.

We trust a removal/fill permit would not be appropriate in this instance. Your concurrence or comments would be appreciated.

J. H. Versteeg
Road Design Engineer

By

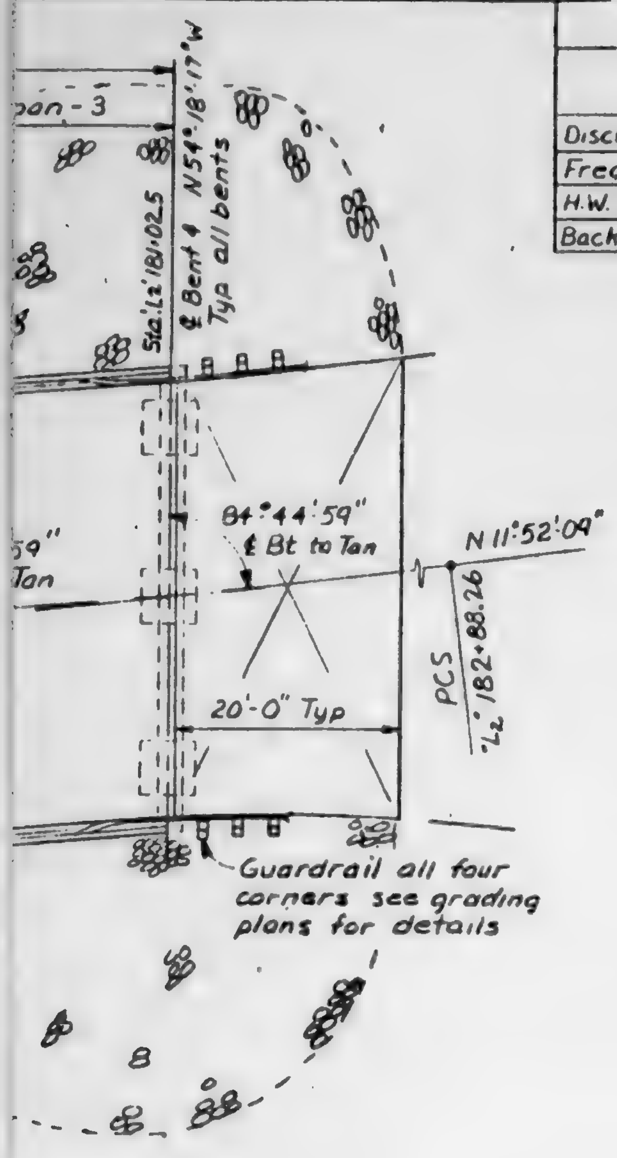
Donald L. Trout
Final Project Coordinator

1-14-85
Verbal word from Ken
Beyerly said no permit
was required.
Don Trout

DLT:bn

Atchs.

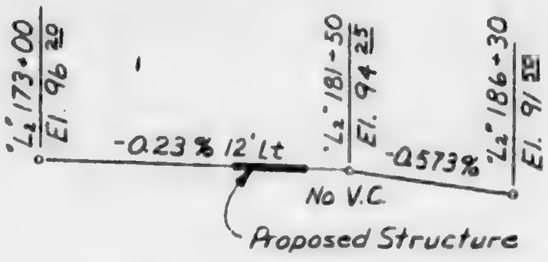
cc: Walt Hart


pan - 3
Sta."L2" 181+02.5
℄ Bent 4 N54°18'17"W
Typ all bents
84°44'59"
℄ Bt to Tan
59"
Tan
N 11°52'09"
PCS
"L2" 182+88.26
20'-0" Typ
Guardrail all four corners see grading plans for details
8

## HYDRAULIC DATA

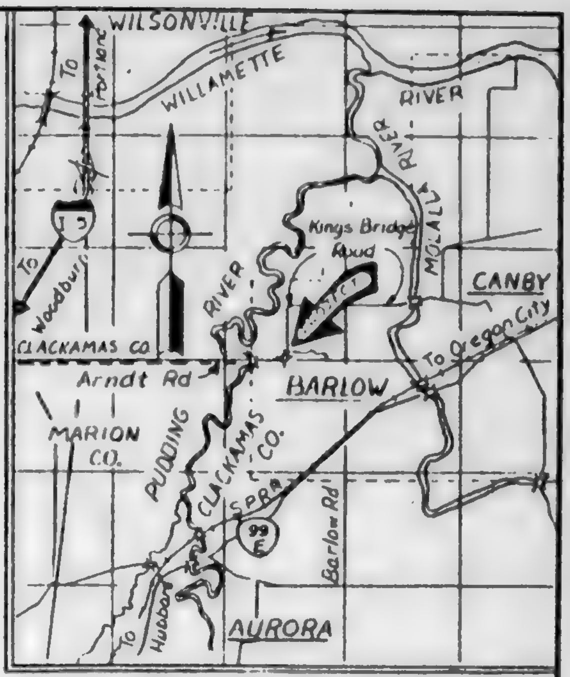
| | Design Flood | Base Flood |
|---|---|---|
| Discharge - cfs | 5120 | 8510 |
| Frequency - yrs | 20 | 100 |
| H.W. Elevation - ft | 89.7 | 91.5 |
| Backwater Elev - ft. | 91.4 | 95.0 |

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ½"=1'-0"
SHOULD BE READ ¼"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"


"L2" 173+00
El 96.20
"L2" 181+50
El 94.25
"L2" 186+30
El 91.55
-0.23% 12' Lt
-0.573%
No V.C.
Proposed Structure

GRADE LINE DIAGRAM

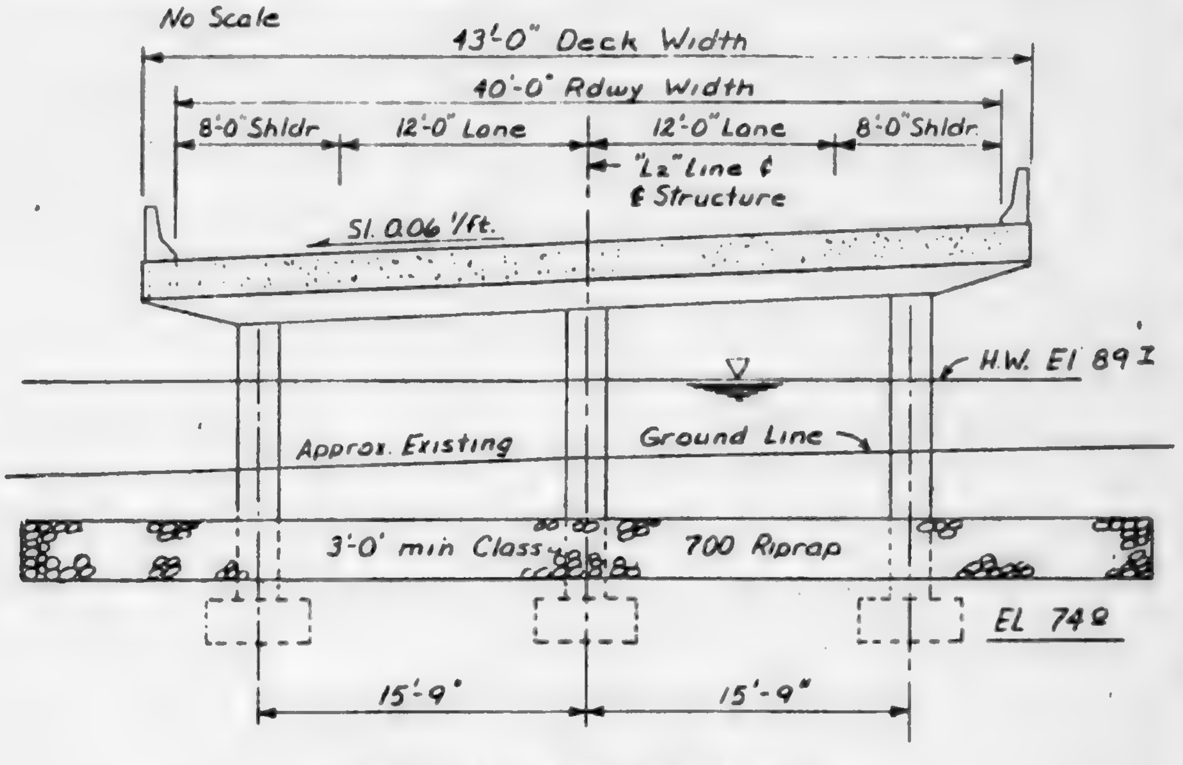
No Scale


WILSONVILLE
To Portland
WILLAMETTE
RIVER
RIVER
MOLALLA
Kings Bridge Road
To Woodburn
RIVER
CANBY
CLACKAMAS CO.
Arndt Rd
To Oregon City
BARLOW
MARION CO.
PUDDING
CLACKAMAS CO.
S.P.R.R.
99E
Barlow Rd
To Hubbard
AURORA

VICINITY MAP

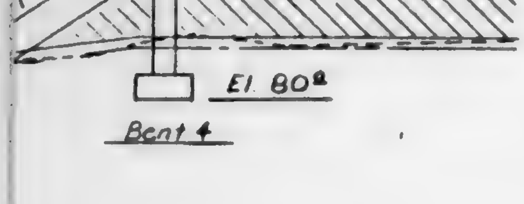
No Scale

T.3S., R.1E., W.M. SEC.31


43'-0" Deck Width
40'-0" Rdwy Width
8'-0" Shldr
12'-0" Lane
12'-0" Lane
8'-0" Shldr.
"L2" Line ℄
℄ Structure
Sl. 0.06'/ft.
H.W. El 89±
Approx. Existing Ground Line
3'-0" min Class 700 Riprap
EL 74±
15'-9"
15'-9"

TYPICAL DECK SECTION

Scale: 3/16" = 1'-0"


Hinge
Fill
El. 80±
Bent 4

| DATE | REVISION | BY |
|---|---|---|
| | | |

APPROVED:
PE
BRIDGE ENGINEER
PE
ASSISTANT STATE HIGHWAY ENGINEER

C. R. Leedham
DESIGNED
C. R. Leedham
DRAWN
CHECKED
REVIEWED
REVIEWED

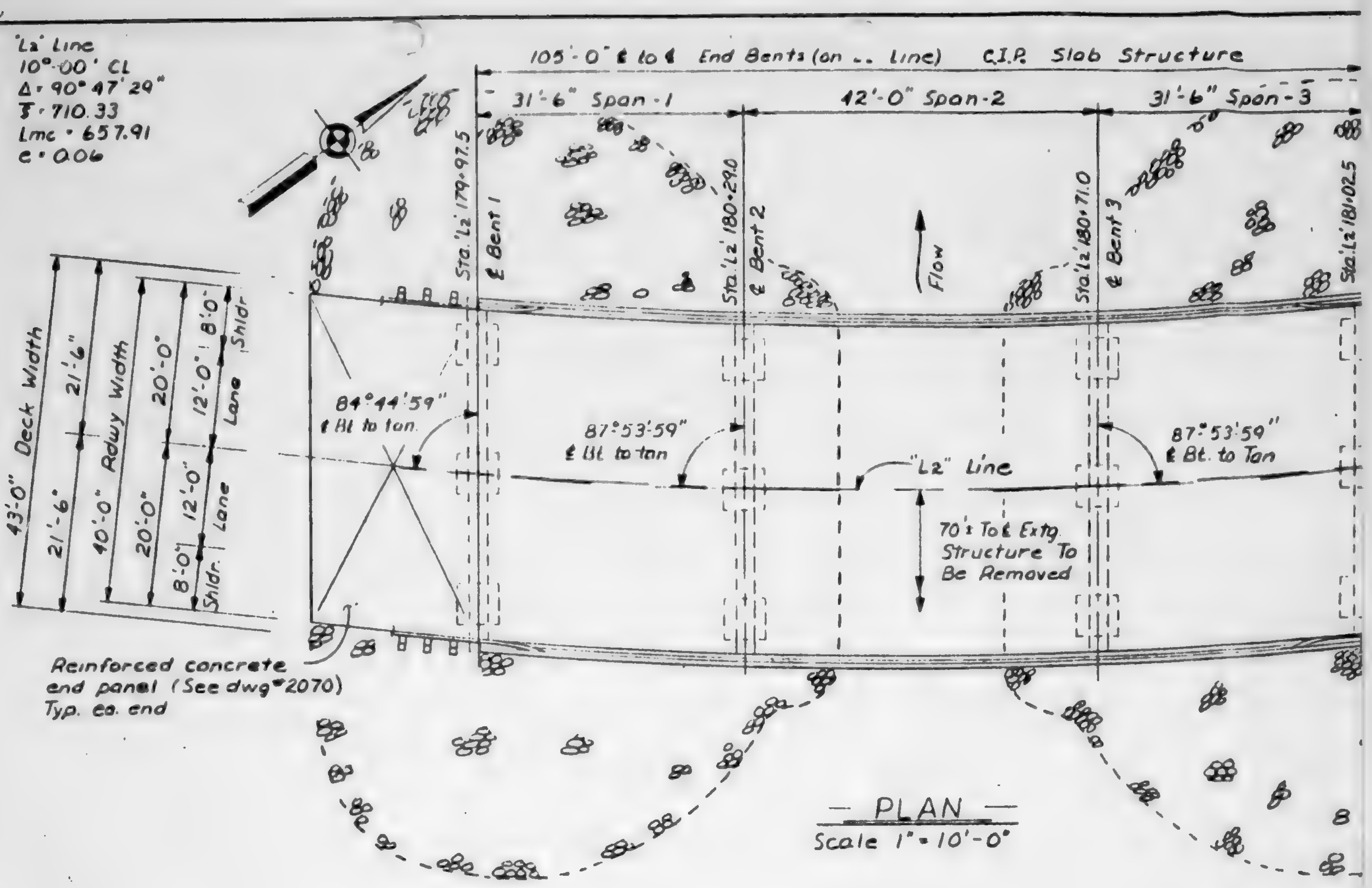
**OREGON DEPARTMENT OF TRANSPORTATION**
**BRIDGE DESIGN SECTION**

ARNDT ROAD SLOUGH BRIDGE
ARNDT ROAD SLOUGH BRIDGE SEC.
ARNDT ROAD (FAS A616)
CLACKAMAS COUNTY

PRELIMINARY PLAN & ELEVATION

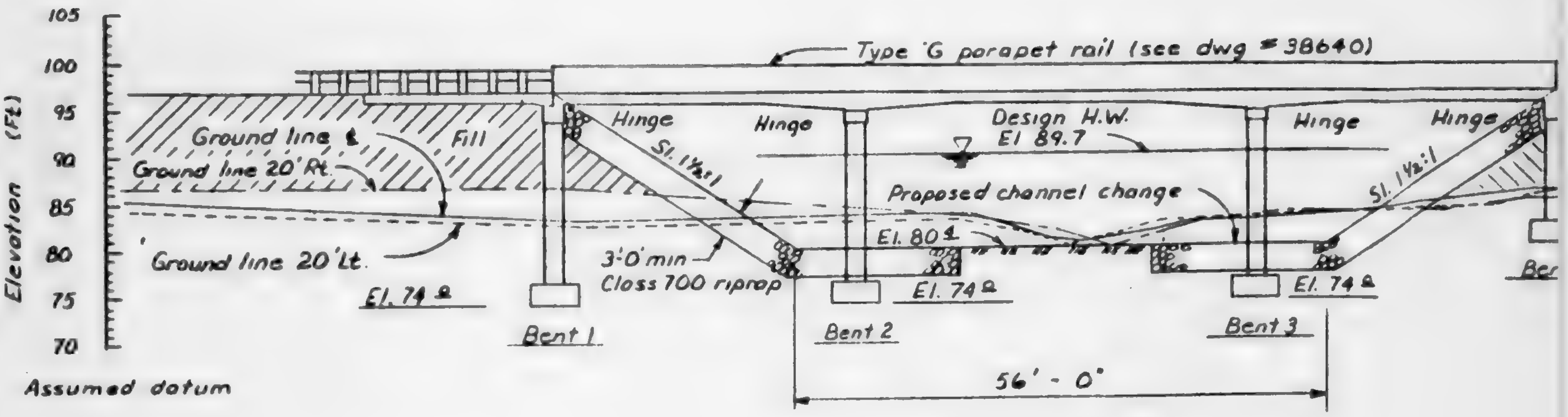
ACCOMPANIED BY DWGS. 39415

DATE Dec. 1984 CALC. BOOK SHEET 1 OF 2
BRIDGE NO. 6080A DRAWING NO. 40255


"L2" Line
10°-00' CL
Δ = 90° 47' 29"
T = 710.33
Lmc = 657.91
e = 0.06
105'-0" ℄ to ℄ End Bents (on .. Line) C.I.P. Slab Structure
31'-6" Span-1
42'-0" Span-2
31'-6" Span-3
Sta.'L2' 179+97.5
℄ Bent 1
Sta.'L2' 180+29.0
℄ Bent 2
Sta.'L2' 180+71.0
℄ Bent 3
Sta.'L2' 181+02.5
Flow
43'-0" Deck Width
21'-6"
21'-6"
40'-0" Rdwy Width
20'-0"
20'-0"
8'-0"
12'-0"
12'-0"
8'-0"
Shldr.
Lane
Lane
Shldr.
84°44'59" ℄ Bt. to tan.
87°53'59" ℄ Bt. to tan
87°53'59" ℄ Bt. to Tan
"L2" Line
70'± To ℄ Extg Structure To Be Removed
Reinforced concrete end panel (See dwg #2070) Typ. ea. end

— PLAN —

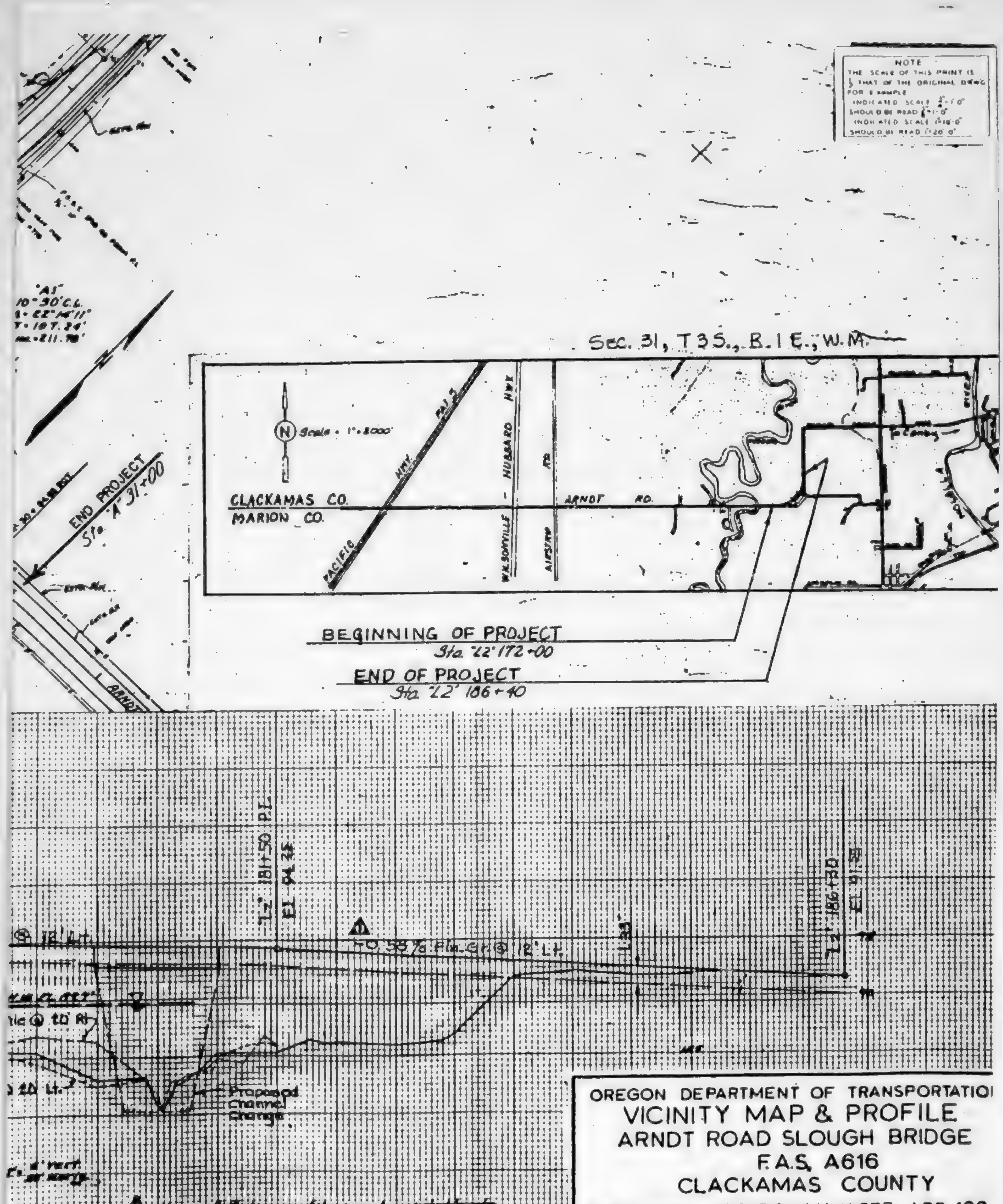
Scale 1" = 10'-0"


105
100
95
90
85
80
75
70
Elevation (Ft)
Assumed datum
Type 'G' parapet rail (see dwg #38640)
Ground line ℄
Ground line 20' Rt.
Ground line 20' Lt.
Fill
Hinge
Hinge
Hinge
Hinge
Sl. 1½:1
Sl. 1½:1
Design H.W. El 89.7
Proposed channel change
El. 80±
3'-0" min Class 700 riprap
El. 74±
El. 74±
El. 74±
Bent 1
Bent 2
Bent 3
Ber
56' - 0"

- ELEVATION -

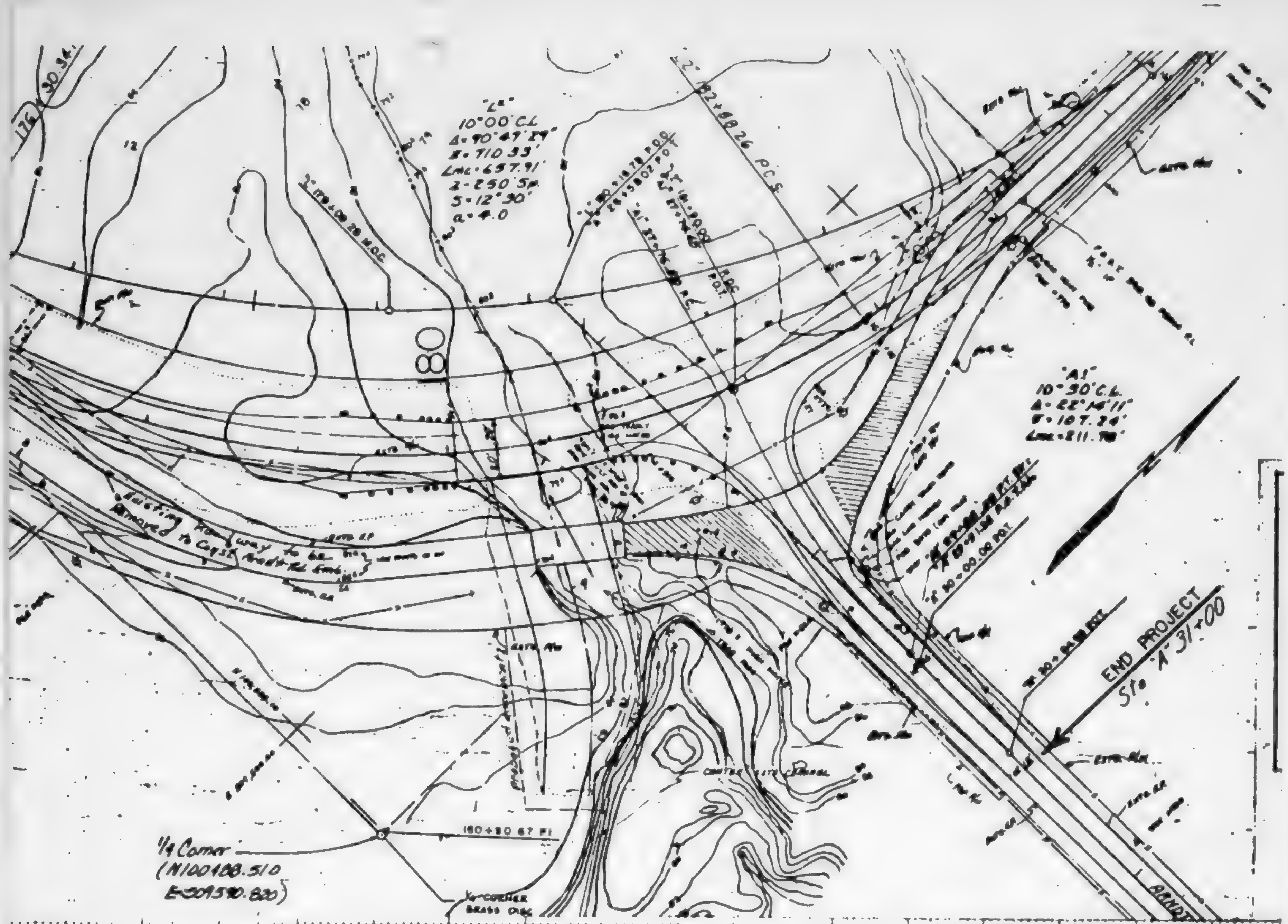
Scale: 1" = 10'-0"

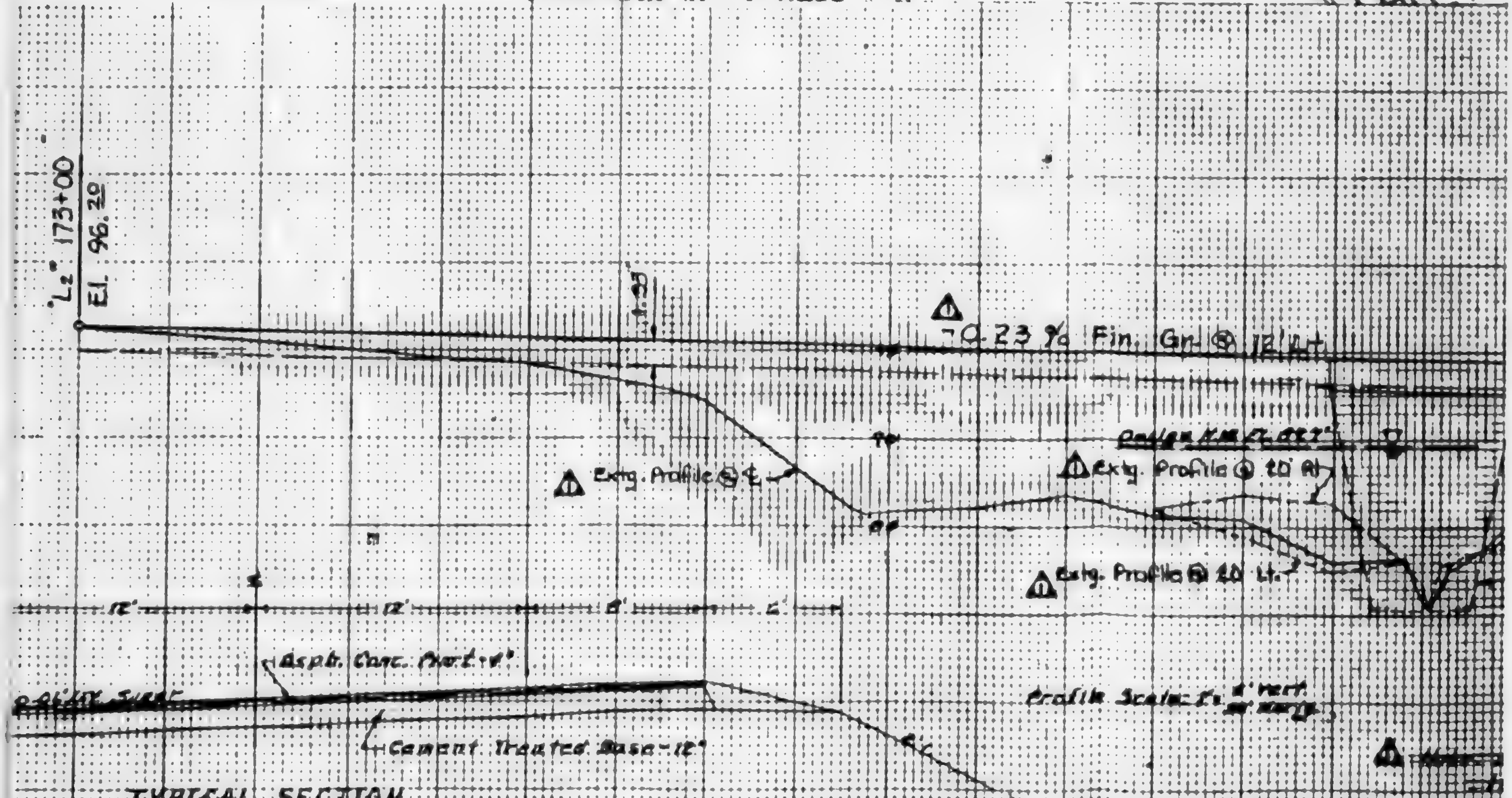
Note:
Bridge designed for HS25 with an allowance of 50 psf for future wearing surface

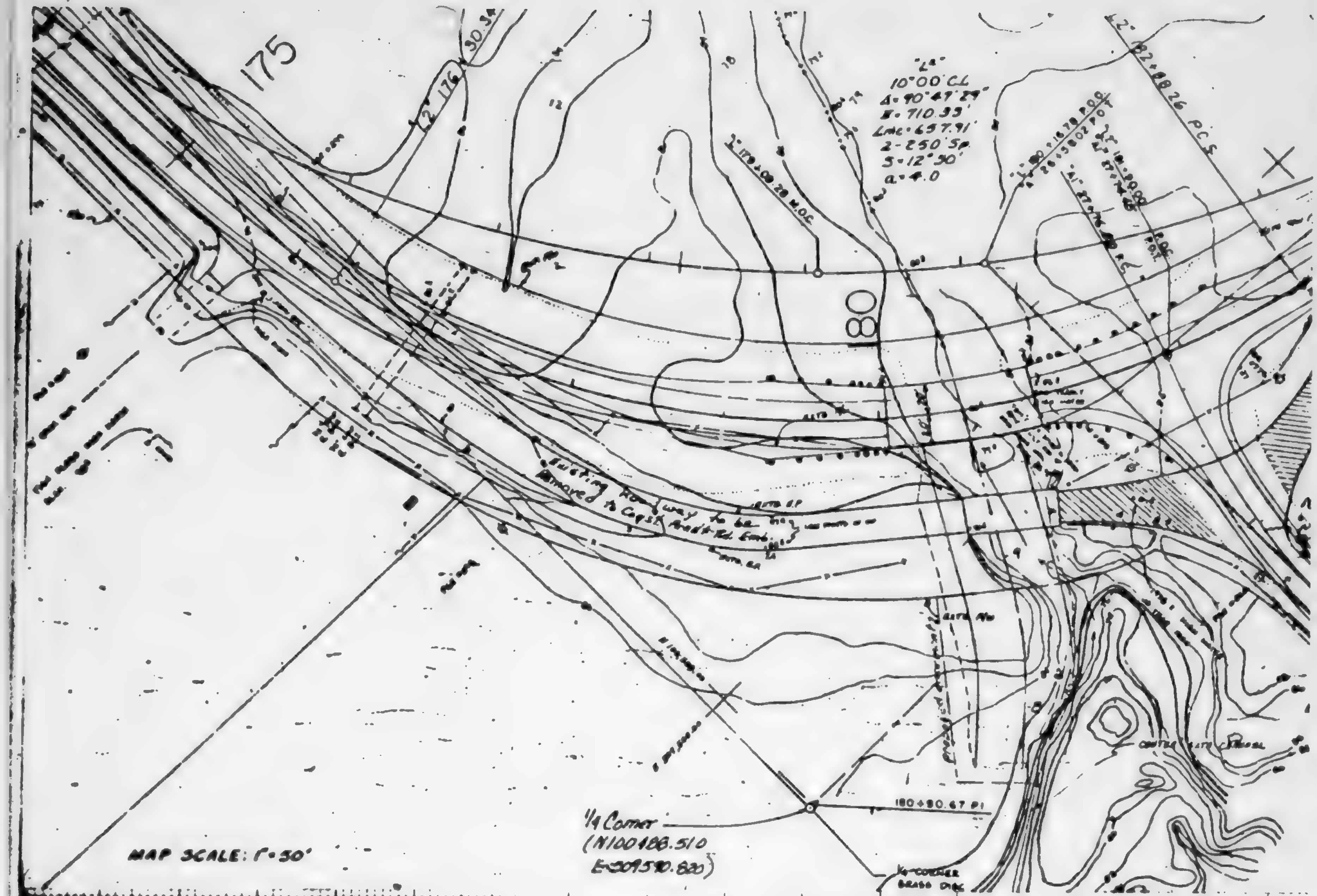

Sec. 31, T3S., R.1E., W.M.
Scale = 1"=2000'
CLACKAMAS CO.
MARION CO.
PACIFIC HWY. FAI 5
WILSONVILLE - HUBBARD HWY.
AIRSTRIP RD.
ARNDT RD.
To Canby
END PROJECT
Sta. "A" 31+00
"A1"
BEGINNING OF PROJECT
Sta. "L2" 172+00
END OF PROJECT
Sta. "L2" 186+40
"L2" 181+50 P.I.
El. 94.25
"L2" 186+30
El. 91.38
-0.58% Fin. Gr. @ 12' Lt.
12' Lt.
@ 20' Rt.
20' Lt.
Proposed Channel Change

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ½"=1'-0"
SHOULD BE READ ¼"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

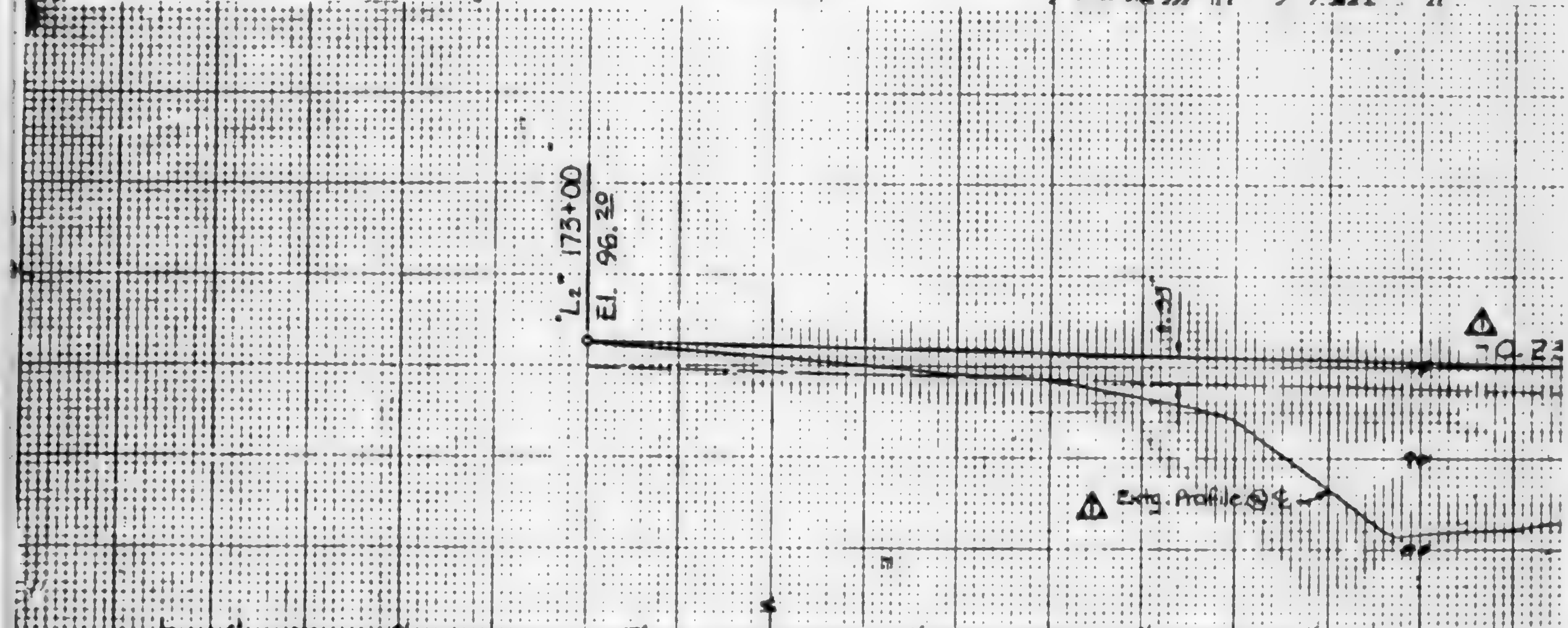
OREGON DEPARTMENT OF TRANSPORTATIO
## VICINITY MAP & PROFILE
## ARNDT ROAD SLOUGH BRIDGE
## F.A.S. A616
## CLACKAMAS COUNTY
CURT DUVAL-LOCATION MANAGER APR. 198

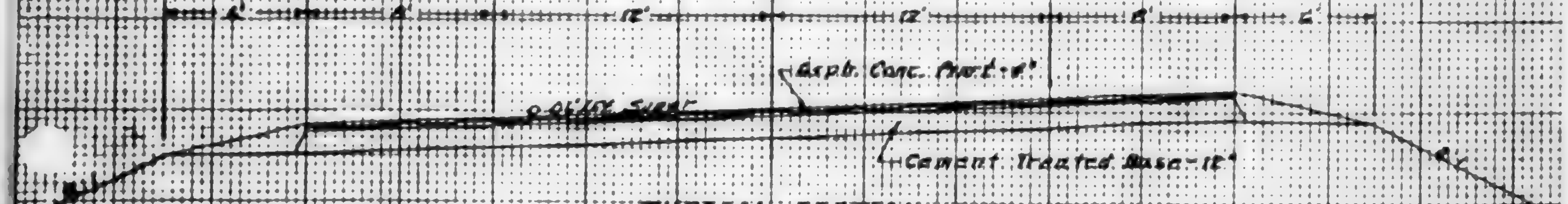

"L2"
10°00' C.L.
Δ = 90°47'27"
T = 710.33'
Lmc = 657.91'
2-250' Sp.
S = 12°30'
e = 4.0
"L2" 182+88.26 P.C.S.
80
Existing Roadway to be Removed to Const. Roadway Emb.
"A1"
10°30' C.L.
Δ = 22°14'11"
T = 107.24'
Lmc = 211.78'
N
END PROJECT
Sta "A" 31+00
1/4 Corner
(N100188.510
E-509590.820)
1/4 CORNER BRASS DISC
180+90.67 P.I.


"L2" 173+00
El. 96.20
1
-0.23 % Fin. Gr. @ 12' Lt.
1 Extg. Profile @ ℄
1 Extg. Profile @ 20' Rt.
1 Extg. Profile @ 20' Lt.
12'
12'
8'
Asph. Conc. Pvmt.-4"
Cement Treated Base-12"
Profile Scale: 1" = 8' Vert. 80' Horiz.
TYPICAL SECTION


175
"L2" 176 30.34
180
"L2"
10°00' CL
Δ=90°47'29"
R=710.33'
Lmc=657.91'
2-250' Sp
S=12°30'
a=4.0
"L2" 182+88.26 P.C.S.
Existing Roadway to be Removed to Const. ...
1/4 Corner
(N100188.510
E509590.820)
180+90.67 PI
1/4 CORNER BRASS DISC

MAP SCALE: 1"=50'




℄
4'
8'
12'
12'
8'
4'
Asph. Conc. Pvmt.-4"
0.01'/Ft. Slope
Cement Treated Base-12"

TYPICAL SECTION

10,090

September 18, 1984

PRO

Winston Kurth, Director
Department of Environmental Services
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Dear Mr. Kurth:

SUBJECT: Arndt Rd. Slough Br.
P.E. and R/W Advance Deposits
Clackamas County
Project # BRS-A616(4)

A program for right-of-way acquisition has been submitted to the Federal Highway Administration for Highway Bridge Replacement (HBR) funds on the subject project.

As described in our Agreement No. 7779, County should now submit an advance deposit for its share of the right-of-way and the increased P.E. cost.

| | |
|---|---|
| Estimated R/W Cost | $18,500.00 |
| Estimated P.E. Cost | 42,250.00 |
| Less Br. Design & Specs (No Cost to County) | (6,500.00) |
| SUBTOTAL | $54,250.00 |
| Less Federal Funds (80%) | (43,400.00) |
| Less County's Previous Advance Deposit | (5,140.00) |
| COUNTY'S SHARE | $ 5,710.00 |
| COUNTY'S SHARE & ADVANCE DEPOSIT | $ 5,700.00 |

Please submit your advance deposit in the amount of $5,700 so right-of-way acquisition may begin. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

L&IP
RECIEVED
10-23-84
MKS

MKS:pf
Attachment

bcc w/AD # 84-96: Wayne Schulte, Metro Region
Vern Skoog-Please return completed AD #84-96 when advance deposit is received.

10-280

[illegible]

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINI. ATION

SC

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A616(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-10-84

8. FEDERAL ROUTE NUMBER Secondary A616

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Arndt Road Slough Bridge #06080-022-00151

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 9-5-84 you are authorized to proceed with all phases of Right-of-Way acquisition for Files 54019 thru 54022 as shown on R/W Map 9B-23-26 at a TEC of $18,500 - Federal Fudns $14,800.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 18 '84
REFER TO Potter
FOR

| Info | [illegible] | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. to
9/18

14. DATE 9/13/84

15. SIGNATURE OF APPROVING OFFICIAL John W Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 5, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 30030
Project No. BRS-A616(4)
Arndt Road Slough Bridge
County Road
Clackamas County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 9B-23-26 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $18,500.00 with an obligation of $14,800.00 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

RHZ:pf
Attachments

cc: J. B. Boyd
D. Aman
General Files ✓

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

July 30, 1984

J. H. Versteeg
Road Design Engineer

Files 54019 through 54022
Arndt Road Slough Bridge Section
Arndt Road (County Road)
Clackamas County

Attached are descriptions (4 files), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

[illegible]

N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: March 21, 1984

Barbara Hopewell

FROM: Barbara Hopewell
Hydraulic Design Specialist

SUBJECT: Arndt Road Slough Bridge
Arndt Road, FAS A616
Clackamas County

cy made (kr)
Versteeg
Anderson
cy Adams
cy Macnab
Edwards
Terpin
✓ Trout
Wakerlig

RECEIVED
MAR 22 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

## PURPOSE

This study is an analysis to determine if the waterway area proposed in the Arndt Road Overflow Bridge preliminary plans will handle the flow without creating an excess of backwater.

## HISTORY

Arndt Road west of the Pudding River is the dividing line between Clackamas and Marion Counties with the section east of the Pudding River entirely within Clackamas County. The original facility was constructed at natural ground elevation allowing unobstructed flow of waters across the floodplain during periods of highwater. Annual inundation of the roadway resulted because of the low grade line thus inconveniencing local residents and commuters. Most frequent flooding was the result of backwater from the river channel immediately downstream.

In September, 1969, Clackamas County with the approval of Marion County requested the Highway Division to initiate a survey for improvement of Arndt Road to an "all weather road." This request by the County required a grade revision to an elevation which would allow year-round use of the highway without closure by highwater. Construction of the westerly unit was completed by the State's contractor in 1971 with the County partially completing the easterly unit with their forces later in 1971.

On January 21, 1972, a severe flood inundated the floodplain adjacent to Arndt Road resulting in a backwater of about three feet behind the new county embankment and loss of approximately 100-150 feet of fill on the easterly end of the unit adjacent to the old wooden overflow bridge. In subsequent correspondence, the County indicated that the original design, based on a 5-year runoff, should be changed to provide drainage facilities of sufficient size to handle a 20-year runoff with a maximum differential head of one foot.

The table below is a list of the recommended faciities from the original hydraulic study of the Pudding River. None of the required facilities were ever built.

### Existing Facilities
### Required Facilities (20-Year Frequency Flood)

Maximum Allowable Backwater = 1.0 foot

| Station | Existing Facilities | Required Facilities |
|---|---|---|
| 149+50 | 72" CMP | Two 7'x6' RCBC |
| 153+50 | 12'x8' RCBC | Four 9'x8' RCBC |
| 157+75 | 36" CMP | 7.0'x5.1' ARCH |
| 159+12 | 54" CMP | 6'x6' RCBC |
| 171+00 | 12'x4' RCBC | Seven 11'x4' RCBC or 65-Foot Bridge |
| 174+00 | 72"x44" ATCMP | 9.5'x4" RCBC |
| 177+00 | Two 72"x44" ATCMP | Two 9.5'x4' RCBC |
| 181+00 | 60-Foot Bridge | 95-Foot Bridge (45-Ft Channel 2:1 s.s) |

The flooding conditions were improved, however, with the addition of Low Profile Arch Pipes (24'x8') at Sta. 170+00 and Sta. 172+00. The present plan is to build a new 95-foot overflow structure at Sta. 181+00, and also raise the grade of Arndt Road where it now is overtopped.

## HYDROLOGY

The Pudding River is a north-south tributary of the Molalla River. The Arndt Road Slough Bridge is east of the Pudding River and serves as an overflow during periods of highwater. The new alignment between Sta. 172+00 to Sta. 186+40 includes a raise in grade to eliminate flow across the road. Additional backwater will be produced due to the raise in grade.

Flow data used in the analysis was provided by Gage No. 14-2020 located upstream at Aurora and observed highwater elevations during past floods. Listed below is the recurrence interval vs. peak discharge relationship for the Pudding River at Arndt Road. This was determined from a Log-Pearson Type III statistical analysis of the Aurora gage data.

| RECURRENCE INTERVAL | PEAK DISCHARGE |
|---|---|
| 100-year | 32,045 |
| 50-year | 26,805 |
| 20-year | 21,470 |
| 10-year | 16,940 |
| 5-year | 12,845 |

The two largest floods on record occurred on December 24, 1964 (40-year flood) and January 7, 1923 (53-year flood) with peak discharges at the Aurora gage of 26,250 cfs and 27,900 cfs, respectively.

## HYDRAULIC DESIGN

The flow through the overflow structure was calculated for various floods. The amount of flow was determined from the total flow at the Aurora gage minus the flow handled by the main river channel and the existing drainage structures. Also a flow was assumed to occur parallel to the upstream side of the highway between the river channel and overflow structure when the river was above its bankfull stage.

The type of overflow structure investigated was a three-span bridge with 1-1/2:1 end slopes. A three-span structure was assumed for analysis and is not intended to be a recommendation. Two waterways were analyzed and are shown in Figures 1 and 2.

The bridge opening at water surface and the waterway opening for Waterway A are 80 feet and 615 square feet, respectively. The corresponding figures for Waterway B are 98 feet and 780 square feet. Both the bridge opening at water surface and the waterway opening are normal to the stream and below elevation 89.7 feet.

Peak discharge and backwater data for the different waterways is shown in the following table.

| Waterway | Recurrence Interval | Total Discharge | Overflow Discharge | Backwater | Upstream Stage Elev. |
|---|---|---|---|---|---|
| A | 20-Year | 21,470 | 5,120 | 1.7' | 91.4 |
| B | | | 5,615 | 1.0' | 90.8 |
| A | 50-Year | 26,805 | 7,150 | 2.8' | 93.6 |
| B | | | 7,765 | 1.6' | 92.7 |
| A | 100-Year | 32,045 | 8,510 | 3.6' | 95.0 * |
| B | | | 9,420 | 2.1' | 94.0 * |

* Floods house right of Sta. 176+00

From the above table it can be seen that Waterway B conveys a larger discharge than Waterway A. This is caused by the smaller waterway creating more backwater. This increases the head on the other overflow structures in the easterly floodplain; when the head is increased, the other overflow structures convey more flow.

There is a house located approximately 150 feet right of Sta. 176+00. According to the owners, the house was not flooded during the 1964 flood or any flood since then. The elevation of the house (top of foundation) is 93.7 feet. It can be observed from the above table that for either waterway the house would flood with the occurence of a 100-year flood. An estimate was made to establish at what recurrence interval the flood stage would reach 93.7 feet. For Waterway A it is 53 years and for Waterway B the recurrence interval is 85 years.

Waterway A is the one being proposed in the present construction plans. It can be seen, however, that Waterway B reduces the possibility of flood damage by decreasing the amount of backwater. Waterway B is the preferred waterway.

The analysis also revealed that part of the flow was short circuiting past the existing westerly floodplain structures. This short circuiting of the flow has also been observed during floods. The county may someday want to add additional structures in this area. The additional structures would alleviate this short circuiting of the flow. Suggested structure sizes are shown in the first table contained in this report.

It is suggested that the overflow channel upstream of the proposed structure should also be improved. It should be improved to provide at least the same waterway opening as the structure. The improvement would require some channel excavation immediately upstream of the structure.

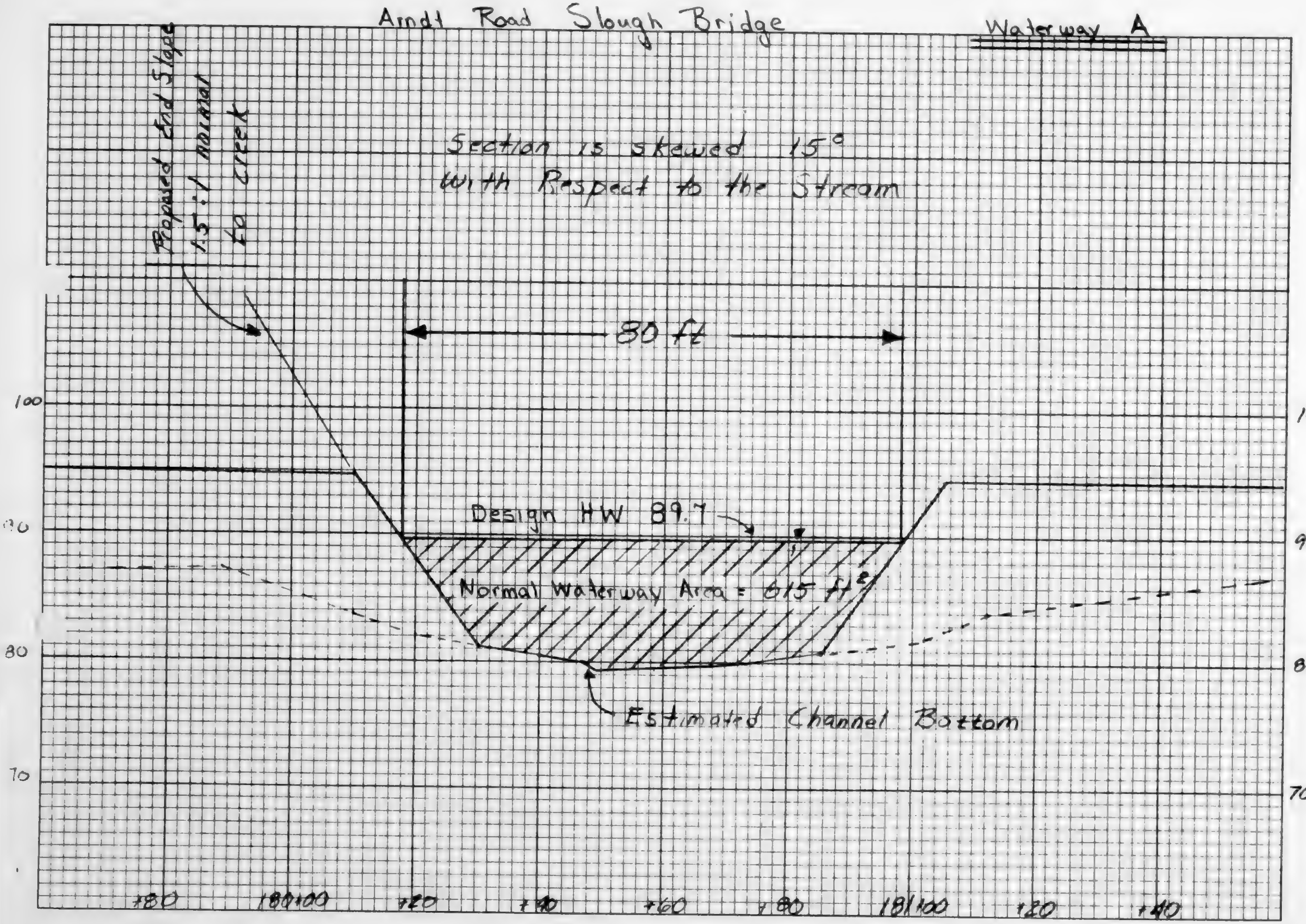
## RIPRAP

To protect the 1-1/2:1 end slopes, a one-foot thick blanket of Class 50 loose riprap is suggested. No filter blanket will be required.

BH/DWB:ge
Attachments

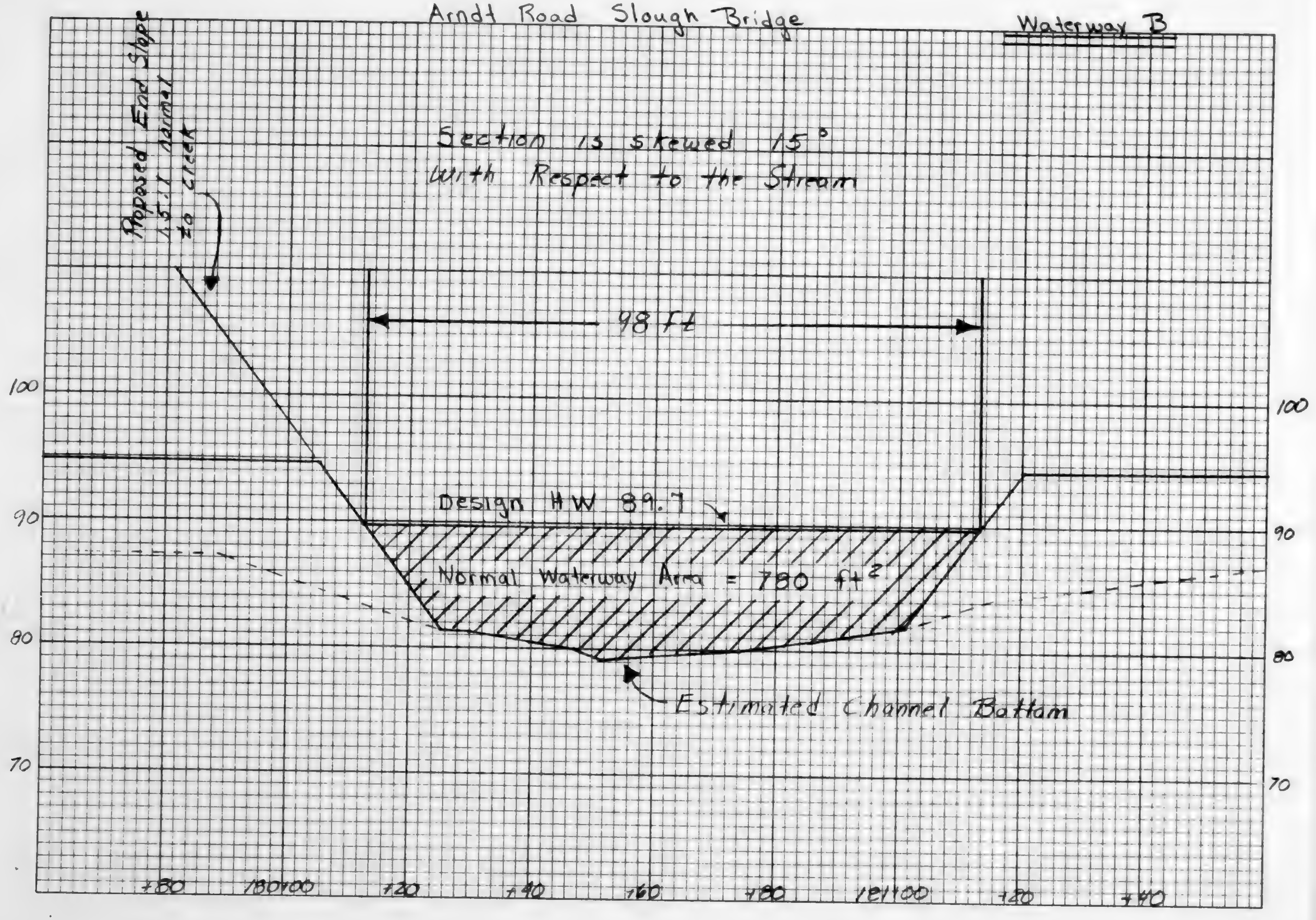
cc w/att
   Frank Terpin
   Walt Hart
   Jack Davis
   Don Adams
   Gary Potter
   Ed Hardt
   Herb Schell, FHWA

Figure 1


Arndt Road Slough Bridge
Waterway A
Section is skewed 15°
with Respect to the Stream
Proposed End Slope
1.5:1 normal
to creek
80 ft
Design HW 89.7
Normal Waterway Area = 615 ft²
Estimated Channel Bottom
100
90
80
70
100
90
80
70
+80
180+00
+20
+40
+60
+80
181+00
+20
+40

CLEARPRINT PAPER CO. NO. C3180. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. CLEARPRINT PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

Figure 2


Arndt Road Slough Bridge
Waterway B
Section is skewed 15°
with Respect to the Stream
Proposed End Slope
1.5:1 normal
to creek
98 ft
Design HW 89.7
Normal Waterway Area = 780 ft²
Estimated Channel Bottom
100
90
80
70
100
90
80
70
+80
180+00
+20
+40
+60
+80
181+00
+20
+40

# EXISTING Structures

① Sta 149+50
72" pipe - 180'

② Sta 153+50
12' x 8' Box - 96'

③ Sta 157+75
36" CMP - 78'

④ Sta 159+10
54" CMP - 105'

⑤ Short circuiting
Flow

⑥ Sta 170+00
24' x 8' Low Profile Arch

⑦ Sta 171+00
2 6' x 4' Box Culverts -

⑧ Sta 172+00
24' x 8' Low Profile A

⑨ Sta 174+00
72" x 44" CMP Arch -

⑩ Sta 177+00
2 72" x 44" CMP Arch - 7

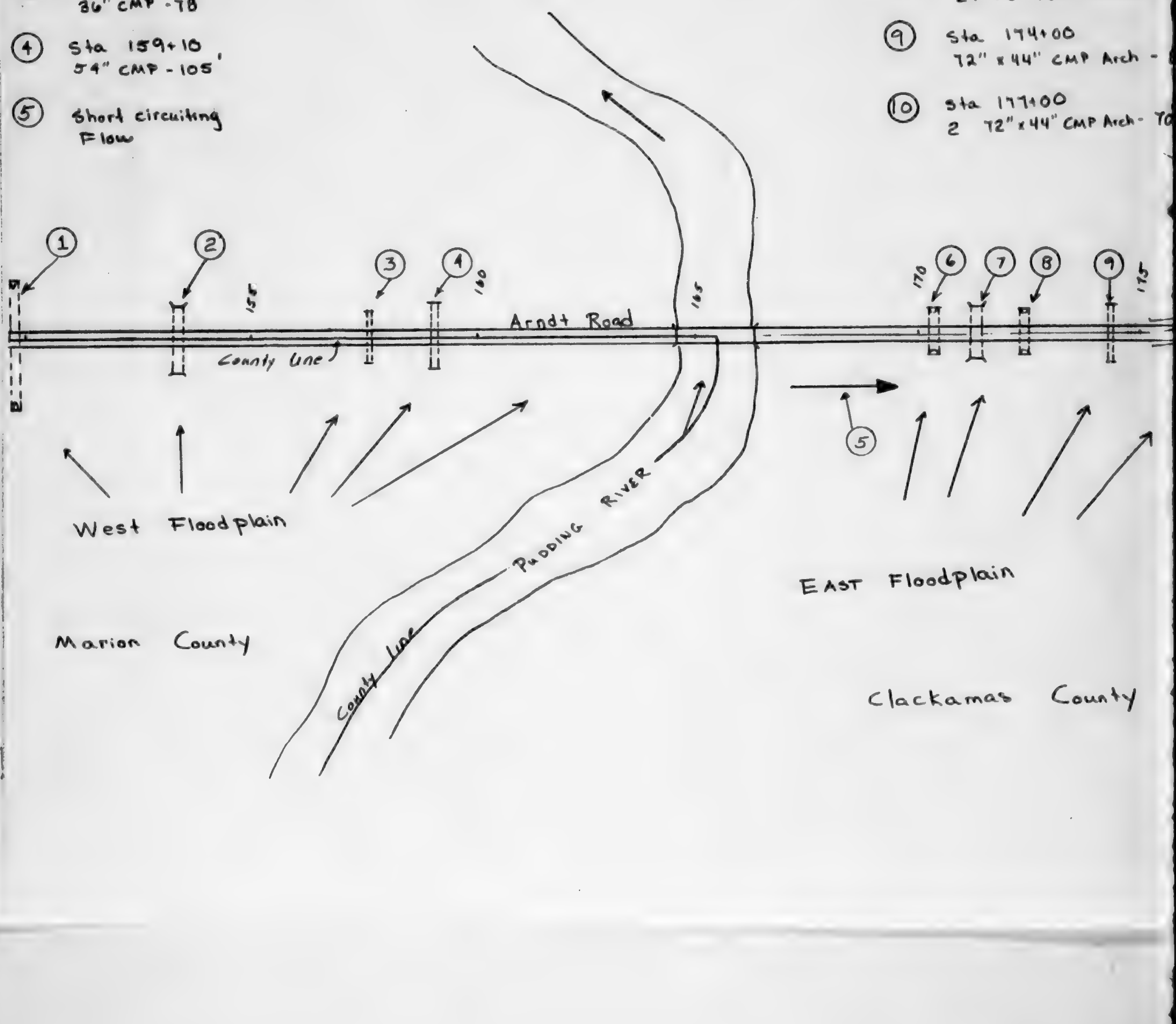

①
②
155
③
④
160
Arndt Road
165
County Line
⑥
⑦
⑧
⑨
170
175
⑤
West Floodplain
Pudding River
County Line
East Floodplain
Marion County
Clackamas County

Figure 3

ures

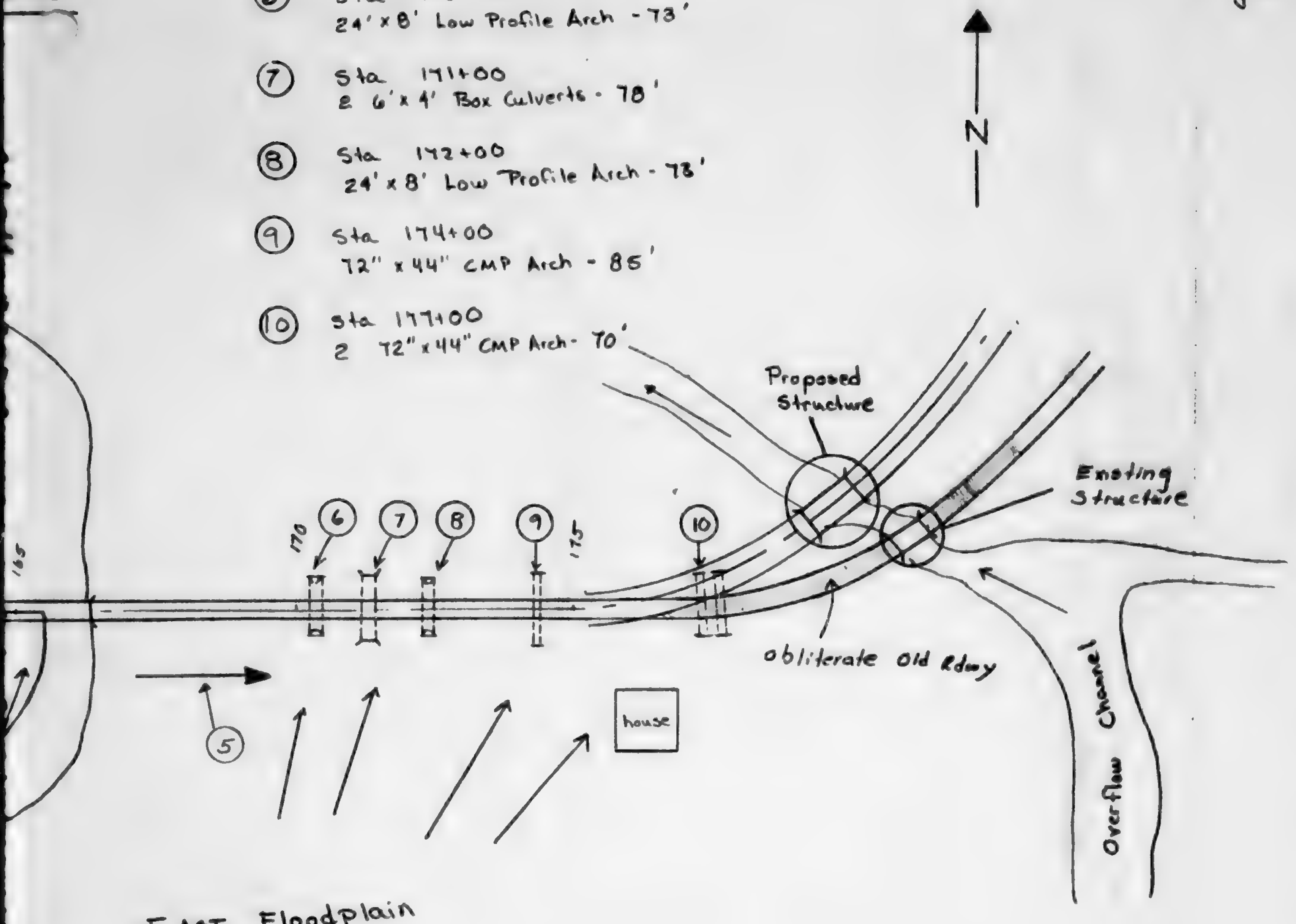
⑥ Sta 170+00
24'x8' Low Profile Arch - 73'

⑦ Sta 171+00
2 6'x4' Box Culverts - 78'

⑧ Sta 172+00
24'x8' Low Profile Arch - 78'

⑨ Sta 174+00
72" x 44" CMP Arch - 85'

⑩ Sta 177+00
2 72"x44" CMP Arch - 70'


N
Proposed Structure
Existing Structure
obliterate Old Rdwy
Overflow Channel
house
165
170
175
⑥
⑦
⑧
⑨
⑩
⑤

EAST Floodplain

Clackamas County

10,092

[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: March 5, 1984

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Frank E. Terpin, P.E., P.L.S.
Location Engineer

Frank E. Terpin

SUBJECT: General Permit for Fills in Navigable Waters

Section: Arndt Road Slough Bridge
Highway: Arndt Road
County: Clackamas

This letter, with the attached document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachment

cc D. E. Wilken
J. H. Versteeg
W. J. Hart
C. M. Gilmour
D. E. Keyes

RECEIVED
MAR 6 1984
ROAD DESIGN
SECTION

Versteeg
Anderson
cy Adams
(pr) cy Macnab
Edwards
Terpin
I Trout
Waberlig

Do Not File
Return To
Bring Up
Action

Form 734-3122

nig 10,090

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A616(3) CON 17-1

2. STATE PROJECT NO. See below Arndt Rd. Sl.

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

11-7-83

4. PROGRAM NO.

5. ITEM NO. 30030

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-9-83

8. FEDERAL ROUTE NUMBER Secondary A616

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

ARNDT ROAD SLOUGH BRIDGE

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change -- see below

13. REMARKS

As requested in Mr. Swan's November 3, 1983 letter, I approve the revised Preliminary Engineering Costs to a TEC of $42,250; FF $33,800.

(Increase TEC $12,550; FF $10,040)

RECEIVED
STATE HWY ENGR
NOV 16 '83
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. to 11/17

14. DATE 11-9-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

# PROJEC PROSPECTUS
## PART 4 — SURVEY AUTHORITY

MULTNOMAH CO.

**SEE INSTRUCTIONS ON REVERSE**

| | |
|---|---|
| SECTION ARNDT ROAD SLOUGH BRIDGE | KEY ID# |
| | REGION METRO REGION |

| SURVEY AUTHORITY | AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|---|
| | 2 | 503-1906 | 9-02-83 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ 20,000 | $ 20,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ 500 | $ 500 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | 500 | 500 | 918 LOCATION | 50 | 50 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | 200 | 200 |
| 905 FINAL DESIGN | 3,000 | 3,000 | 920 PROGRAM MANAGEMENT | 200 | 200 | 937 HYDRAULICS | 1,500 | 1,500 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | 1,500 | 1,500 | 938 REGION ENVIRONMENT | 100 | 100 |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | 100 | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | 1,000 | 1,000 | 923 ENVIRONMENTAL SECTION | 300 | 300 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | 1,700 | 1,700 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | 200 | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | 5,000 | 5,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | 800 | 800 | 927 FREE BRIDGE DESIGN | 4,000 | 4,000 | 929 Free Br. Specs | 1,000 | 1,000 |
| 914 REGION UTIL-ITY LIAISON | 500 | 500 | 932 RAILROAD & UTILITIES | 100 | 100 | | | |
| | | | | | | TOTALS | $ 42,250 | $ 42,250 |
| RIGHT-OF-WAY PREFIX | | | | | | PREVIOUS AUTHORIZATION | | $ 29,700 |
| FEDERAL AID PROJECT NUMBER BRS A616(3) | | | | | | ADD. AUTH. REQUIRED | | $ 12,550 |

LOCATION ENGINEER'S REMARKS

Down scoping design from 7° curved alignment to 10° curved alignment. Design to equal existing channel flow providing for Bridge extension in future to obtain desired larger channel flow.

$16,000 901 function money spent as of 1st of September 1983.

1 Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
3 Trout
Wakerlig

RECEIVED
DEC 2 1983
ROAD DESIGN SECTION

Do Not File
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Action

Bring Up

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 10-12-82 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>For X G. Kersey | DATE 11-28-83 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>12-13-82 11-9-83 | |

734-1914 (7-82)

10,090

CON 19-1

AGR

STATE OF OREGON

INTEROFFICE MEMO Arndt

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: March 22, 1983

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 222
Pudding River Overflow Bridge
Arndt Road
Clackamas County

MISC. CONTRACTS and
AGREEMENTS No. 222

Attached is an original for submission to the County and a copy for your files of the subject Right of Way Services Agreement.

AE
mp
Attach.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Title, w/c
Description, w/c

10,090

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

**JOHN C. McINTYRE**
Director

**WINSTON W. KURTH**
Deputy Director

**ARDIS M. STEVENSON**
Assistant Director

January 26, 1983

D.E. Swan
Program Manager
Dept. of Transportation
Transportation Bldg.
Salem, Oregon 97310

Enclosed find copies of County Order and Limited Power of Attorney relating to local deposit of $5,140 in Investment Pool Account No. 4419, covering local share of P.E. costs.

Winston W. Kurth

Winston W. Kurth
Deputy Director

WWK:tlo

3/1

Rec'd 1-25-83
L.&I.P.

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JAN 27 1983
REFERRED TO________________
FOR________________________
FILE: PM FA LG.

# BEFORE THE BOARD OF COUNTY COMMISSIONERS
## OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Providing
a Limited Power of Attorney
to the Manager of the Oregon
State Excess Fund for Withdrawal of Funds Provided by
Clackamas County for the
Replacement of the Arndt Road
Slough Bridge.

ORDER NO. 83-129

This matter coming before the Board of County Commissioners as the result of the Arndt Road bridge replacement, under the Federal Bridge Replacement program; and

It appearing to the Board that a local match of $5,140.00 is required in obtaining federal funds; and

It further appearing that a deposit of local match funds in the Oregon Excess Fund results in some interest earnings to the County's local match.

NOW, THEREFORE, IT IS HEREBY ORDERED that $5,140.00 of local match funds from the Road Fund be deposited in the Oregon State Excess Fund to be used as required to meet financial needs to provide for the preliminary engineering necessary for the Bridge Replacement, and that a Limited Power of Attorney is granted to the Oregon Transportation Department to withdraw funds from this account to meet expenses incurred.

DATED THIS 20th DAY OF January 1983.

BOARD OF COUNTY COMMISSIONERS

Chairman Robert Schumacher

Commissioner Ralph Groener

Commissioner Dale Harlan

| ORD. | DISTRIBUTION | DATE | INT. |
|---|---|---|---|
| | Director | | |
| / | Deputy Director | | |
| | Asst. Director | | |
| | Operations | | |
| | Utilities | | |
| | [illegible] | | |
| | Planning | | |
| | Dev. [illegible] | | |
| | [illegible] | | |
| | [illegible] | | |
| | Admin. [illegible] | | |
| | Office File | | |
| | | | |

WK:elk
5/13

drawal of Funds Provided by
Clackamas County for the
Replacement of the Arndt Road
Slough Bridge.

ORDER NO. 83-129

This matter coming before the Board of County Commissioners as the result of the Arndt Road bridge replacement, under the Federal Bridge Replacement program; and

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It further appearing that a deposit of local match funds in the Oregon Excess Fund results in some interest earnings to the County's local match.

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DATED THIS 20th DAY OF January 1983.

BOARD OF COUNTY COMMISSIONERS

Chairman Robert Schumacher

Commissioner Ralph Groener

Commissioner Dale Harlan

| ORD. | DISTRIBUTION | DATE | INT. |
|---|---|---|---|
| | Director | | |
| / | Deputy Director | | |
| | Asst. Director | | |
| | Operations | | |
| | Utilities | | |
| | Development Ser | | |
| | Planning | | |
| | Dev. [illegible] | | |
| | Project Dev. | | |
| | Admin. [illegible] | | |
| | Admin. Asst | | |
| | Office File | | |
| | | | |

WK:elk
5/13

RECEIVED
JAN 21 1983
CLACKAMAS COUNTY
ENGR.

## LIMITED POWER OF ATTORNEY
## LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Clackamas County has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $5,140.00 #4419. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with
Project Name

Preliminary Engineering

Arndt Slough Bridge.

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Clackamas County Board of
Local Government Unit

County Commissioners

this 20 day of January, 1983 by a vote of the majority of a quorum of its governing body.

Chairman, Robert Schumacher

Ralph Groener
Commissioner Ralph Groener

Commissioner Dale Harlan

Form No. 734-1812(2-80)

10,090

CON 19-1
Arndt

January 24, 1983

Clackamas County Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No. 2227

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement to replace the Pudding River Overflow (Arndt Road) Bridge.

We are retaining a copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

cc: Don Harwell

10,090

January 5, 1983

Winston Kurth, Deputy Director
Dept. of Environmental Services
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Dear Winston:

We have received Federal Highway Administration approval of the preliminary engineering phase of the Arndt Road Slough Bridge replacement project in Clackamas County.

And, according to our Agreement No. 7779, the County should now submit an advance deposit for its share of the P.E. costs:

| | |
|---|---|
| Estimated P.E. Cost | $29,700 |
| Less: Free Bridge Design to County | 4,000 |
| Basis for Computation of County Share | $25,700 |

COUNTY SHARE & ADVANCE DEPOSIT:
20% of $25,700 = $5,140

Please submit your P.E. advance deposit in the amount of $5,140, so that we may begin work. You may use one of the three options for payment described in the attachment.

Very truly yours,

D. E. Swan, P.E.
Acting Program Section Manager

KEH:pf
Attachment

bcc w/AD #83-01: Jon Rose, Metro Region
Vern Skoog - Please return completed AD #83-01 when advance deposit is received.

10,090

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRS-A616(3) Cod 19-1

2. STATE PROJECT NO.
See below Arndt Rd Sl

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30030

2A. COUNTY NAME
Clackamas

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/13/82

8. FEDERAL ROUTE NUMBER
Secondary A616

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Arndt Road Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $29,700
F.F $23,760

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 11/30/82.

RECEIVED
STATE HWY ENGR
DEC 20 '82
REFER TO
Moc[illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE
12/13/82

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,090                    11-30-82

| | |
|---|---|
| TO: Dale E. Wilken<br>Division Administrator<br>Federal Highway Administration<br>Salem, Oregon 97301 | OREGON DEPT. OF TRANS TATION-HIGHWAY DIVISION<br>ADDENDUM TO LOCATION PROSPECTUS AND<br>REQUEST FOR FEDERAL AID<br>PRELIMINARY ENGINEERING AUTHORIZATION |

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. | |
|---|---|---|---|---|---|
| | | | | FED. S | STATE |
| Co. Rd., Approx. 2 mi. S.W. of Canby<br>"Arndt Rd. Slough Bridge Section" | 118 | 30030 | BRS-A616(3) | A616 | Co. Rd. |

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 50' normal

Water Development None Recreation & Historical Areas None

Clackamas (005)

**A-95 Review:**

State Cl. Ho.......... Exempt___ Date Approved 10-5-82 OR 820909-016-2

Dist. 2 Cl. Ho. ..... Exempt___ Date Approved 9-29-82 No Reply___

**Project Environmental Assessment:** FHWA Concurrence Dated 8-31-82

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

**Notes:** (1) Project in Congressional District 2 .

(2) ____________________

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

| | | |
|---|---|---|
| | TEC NTE | $ 29,700 |
| 80% | FF | $ 23,760 |
| | STATE | $ 800 |
| | Co. | $ 5,140 |

For PR-37:
Field Phase $______
PS&E Phase $______

REMARKS:
1) Enclosed is a copy of Authority for Survey & project maps.
2) Included in approved bridge replacement inventory with sufficiency rating of 18.0.

CL:bks

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 11-30-82 | D.E. SWAN, P.E. | PROGRAM CONTROL ENGINEER |

10,090

OCN 19-1
Arndt
Rd.
21.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: November 30, 1982

To: Executive Department
Federal Aid Coordination Unit

From: D. E. Swan, P.E.
Program Control Engineer

Subject: Federal Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal aid funding of the following:

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 30030 | BRS-A616(3) | Arndt Rd. Slough Bridge<br>#OR820909-016-2 |

CL/ab

cc Dale E. Wilken (FHWA)
General Files

Clackamas Co.

# PROJECT PROSPECTUS
## PART 4 - SURVEY AUTHORITY

Clackamas County

SEE INSTRUCTIONS ON REVERSE

KEY ID# FAS A616

SECTION Arndt Road Slough Bridge

REGION Metro

SURVEY AUTHORITY FAS A616

AUTHORIZATION NO. 1

PREFIX 503-1906

DATE 10-14-82

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ 8,000 | $ | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ 500 | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | 500 | | 918 LOCATION | | | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | 200 | |
| 905 FINAL DESIGN | 3,000 | | 920 PROGRAM MANAGEMENT | 200 | | 937 HYDRAULICS | 1,500 | |
| 906 BRIDGE DESIGN | See (927) | | 921 SPECIFICATIONS | 2,500 | | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | 100 | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | 1,000 | | 923 ENVIRONMENTAL SECTION | 300 | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | 1,700 | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | 200 | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | 5,000 | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | 400 | | 927 FREE BRIDGE DESIGN | 4,000 | | | | |
| 914 REGION UTILITY LIAISON | 500 | | 932 RAILROAD & UTILITIES | 100 | | | | |
| | | | | | | TOTALS | $ 29,700 | $ 29,700 |

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION $

FEDERAL AID PROJECT NUMBER BRS - A616 (3)

ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
2 Adams
3 Olson
Sullivan
Terpin
4 Trout
Wakerlig

RECEIVED
JAN 5 1983
ROAD DESIGN SECTION

copy - Watson

Do Not File
Return To
Bring Up
Action

On HIP 220,000 HBR

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 10-8-82 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 11/22/82 |
| RECOMMENDED, REGION ENGINEER X | DATE 10/13/82 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE 11-18-82 |
| RECOMMENDED, LOCATION ENGINEER X Frank E. Terpin | DATE 11/18/82 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-13-82 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

| | | | | |
|---|---|---|---|---|
| SECTION<br>Arndt Road Slough Bridge | | | | KEY ID #<br><br>REGION<br>Metro |
| STATE HIGHWAY #<br>N/A | HIGHWAY NAME<br>N/A | | MILE POST<br>FROM N/A TO | LENGTH<br>1000' |
| ☐ URBAN<br>☒ RURAL | CITY<br>——— | COUNTY<br>Clackamas | ROAD/STREET NAME<br>Arndt Road | |
| ROUTE # | FEDERAL AID #<br>FAS A616 | APPLICANT (IF OTHER THAN STATE)<br>Clackamas County | | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 29,700 | GRADING (✓) | X | FILES (#) | 1 |
| RIGHT OF WAY | | $ 10,000 | PAVING (✓) | X | ACRES (#) | 0.5 |
| ROADWAY | $ 117,000 | | STRUCTURES (✓) | X | RELOCATIONS (#) | 0 |
| STRUCTURES | $ 110,000 | | SIGNING (✓) | X | WORK BY STATE/CONSULTANT/APPLICANT | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | S |
| | $ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | S |
| 40% ENGINEERING & CONTINGENCIES | $ included | | DESIGN CATEGORY (1-7) | 7 | CONSTRUCTION BY | |
| TOTAL CONSTRUCTION | | $ 227,000 | WORK TYPE (1-12) | 5 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 266,700 | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR)<br>/ | RECOMMENDED FUNDING SOURCE<br>HBR (on-system) | RECOMMENDED PROGRAM YEAR<br>1983 |

### RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 4,800 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1982 | |

DEFINE THE PROBLEM

Structurally deficient bridge, poor roadway alignment north of the existing bridge.

PROPOSED SOLUTION

Replace the structure, realign the roadway.

| | | | | |
|---|---|---|---|---|
| REGION ENGINEER<br>X | DATE<br>10/13/82 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X N/A on HIP | DATE | | | |
| APPROVED, ASST HWY. ENG. FOR ADMINISTRATION<br>X N/A | DATE | TRANSP. COMM APPROVAL DATE<br>1-19-82 | PROGRAM YEAR<br>1983 | FUNDING<br>HBR ON SYSTEM |

734-1911 (7-82)

# PROJECT PROSPECTUS

## PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID # | |
| SECTION<br>Arndt Road Slough Bridge | REGION<br>Metro |

## PROJECT JUSTIFICATION

This project was selected for the 1983 Highway Bridge Replacement program as approved by the Oregon Transportation Commission.

## ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont

# PROJECT PROSPECTUS

PART - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Arndt Road Slough Bridge

REGION: Metro

TER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | ✓ N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | S | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | S | BORROW SOURCE | N | CORPS OF ENGINEERS | S * | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | S * | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | N | NOISE STUDY | S |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) 0 | NEW (#) 0 |

UTILITIES: A (LIST BELOW)

COMPANIES

RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 1 | 0 | 0 | 0 |

| RIGHT-OF-WAY LIAISON | EASEMENTS (#) | ACCESS CONTROL (Y/N) | DESIGN SPEED | DESIGN STANDARDS |
|---|---|---|---|---|
| S | 0 | N | 55 | AASHTO |

TYPICAL SECTION

| | BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | - | - | - | - | 3'-5' | - | - | 10' | - | 10' | - | - | 3'-5' | - | - | - | - |
| | - | - | - | - | 5' | - | - | 12' | - | 12' | - | - | 5' | - | - | - | - |

PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

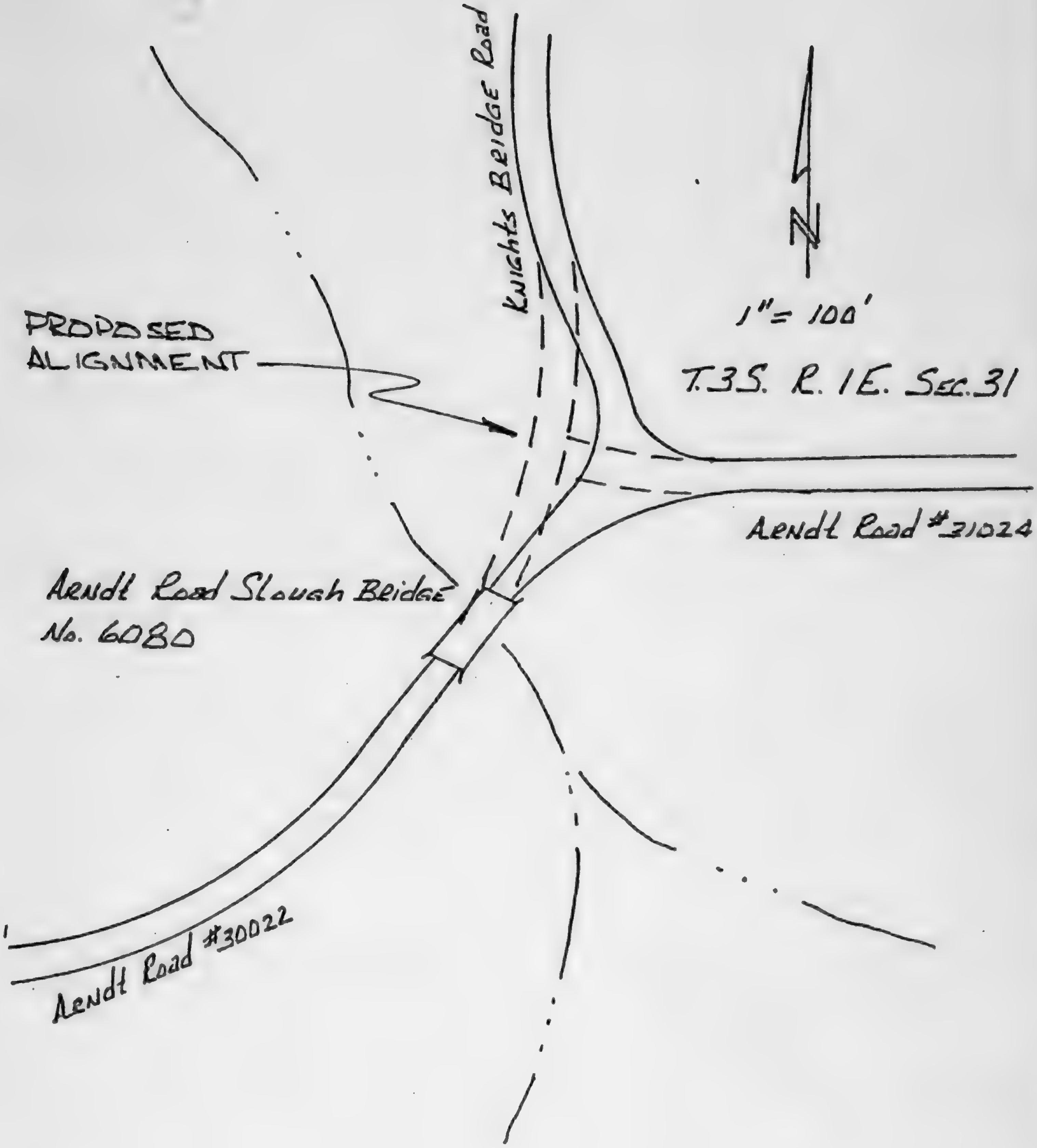
| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 60' | 36' | $110,000 | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

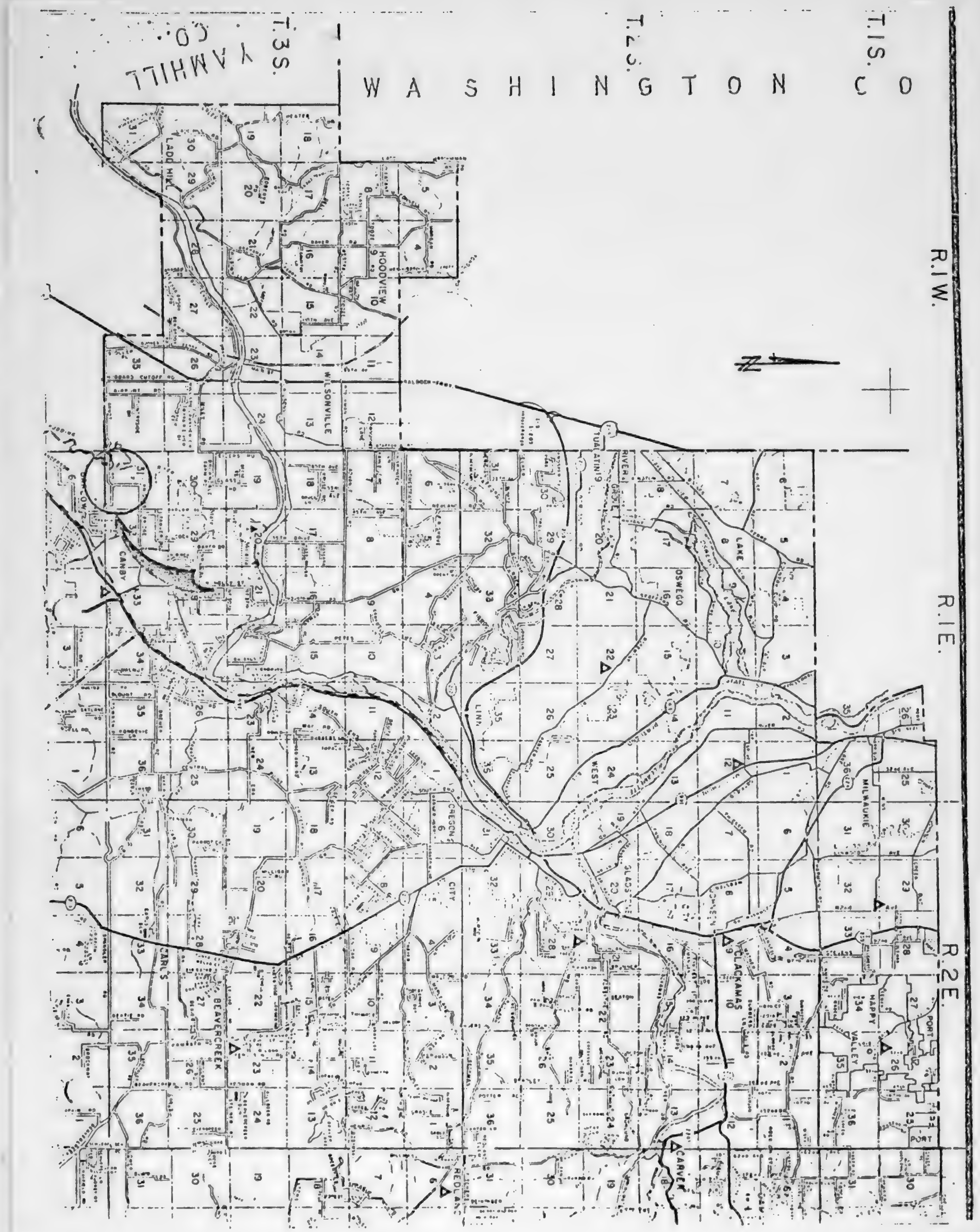
APPROVED

Location Engineer

Date 11/18/82

734-1912 (7-82)


Knights Bridge Road
PROPOSED ALIGNMENT
1" = 100'
T.3S. R.1E. Sec. 31
Arndt Road #31024
Arndt Road Slough Bridge No. 6080
Arndt Road #30022


YAMHILL CO.
T.3S.
T.2S.
T.1S.
WASHINGTON CO
R.1W.
R.1E.
R.2E.
N
LADD HILL
HOODVIEW
WILSONVILLE
TUALATIN
RIVER GROVE
LAKE OSWEGO
CANBY
LINN
WEST LINN
OREGON CITY
GLADSTONE
CLACKAMAS
MILWAUKIE
HAPPY VALLEY
CARUS
BEAVERCREEK
REDLAND
CARVER

10,690

CEN 19-1
[illegible]
Rd.

**STATE OF OREGON**
Department of Transportation
Metropolitan Branch

**INTEROFFICE MEMO**
Telephone: 238-8226
Date: October 14, 1982

TO: D. H. MOEHRING Att: D. E. SWAN
Program Management Engineer

File No: 10127

FROM: E. L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: Arndt Road Slough Bridge
Bridge Replacement
Clackamas County

Here is our programming packet for a bridge replacement project on Arndt Road in Clackamas County. Included in this packet are a project request, project classification, project prospectus, and an agreement information sheet.

This project is included in the 1983 Highway Bridge Replacement program as approved by the Oregon Transportation Commission. The sponsor is Clackamas County.

Because preparation of the programming information was started before the new project prospectus forms had been issued, the environmental classification was written on the old project classification form. We made a complete estimate for preliminary engineering. The Location Section may wish to review the estimates for the Salem sections.

The Metro Environmental Unit categorized this as a Class II Categorical Exclusion.

Please request FHWA approval of this project and obligation of $29,700 TEC at this time for preliminary engineering.

po

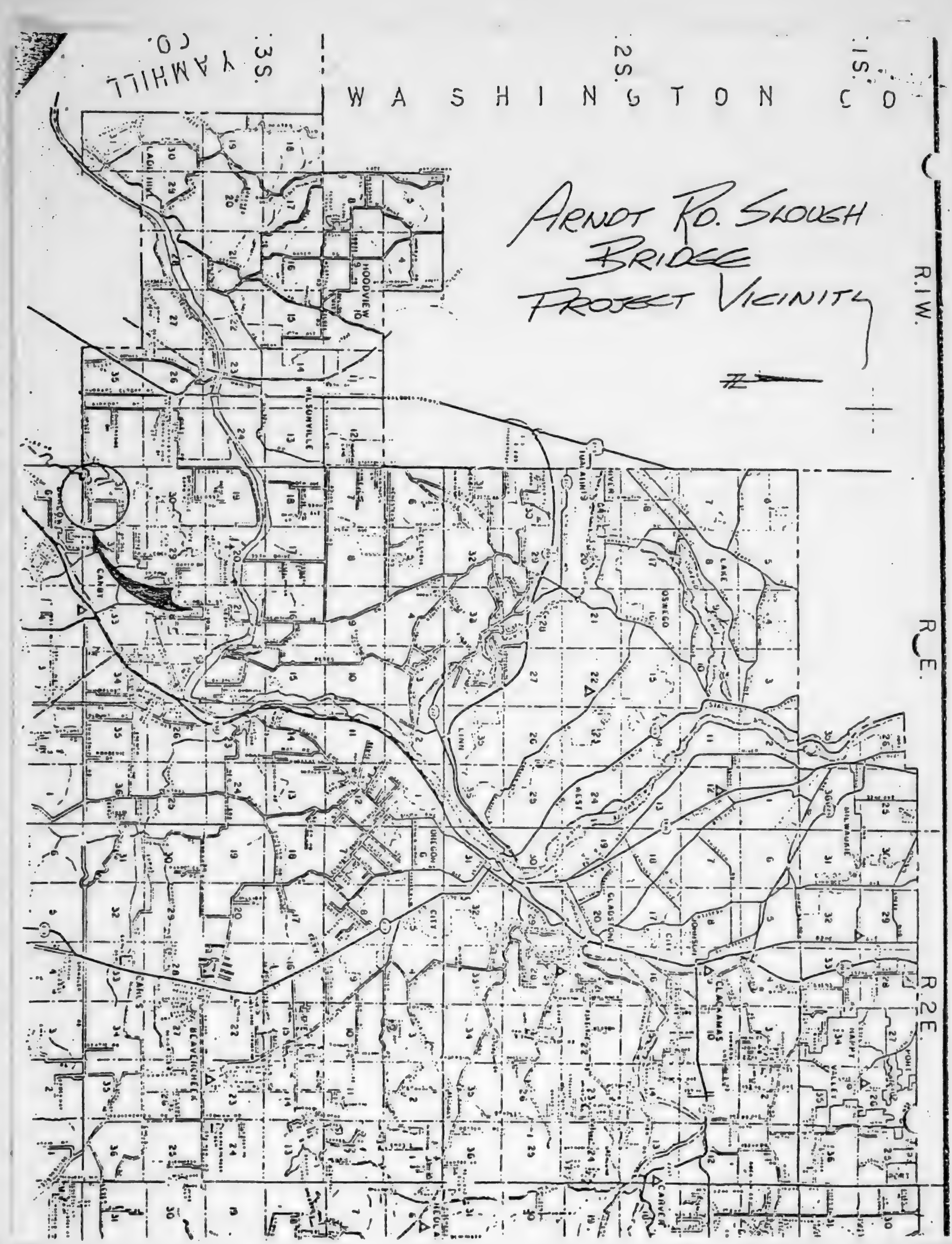
D. E. Swan - Please Program & Update PMS.

cc: ✓Robert N. Bothman
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd

R. Trygstad
Don Adams
J. Sullivan
Ed Johnson
F. Lowe
Region 1:
  E. L. Hardt
  T. Spence
  J. Rose
  Steve Green

NOTED
ROBERT N. BOTHMAN

OGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
Sr.M ☐ MJK ☐ DNH ☐
OCT 18 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.


YAMHILL CO.
3S.
2S.
1S.
WASHINGTON CO
R.1W.
R.1E.
R.2E.
WILSONVILLE
HOODVIEW
CANBY
TUALATIN
LAKE
OSWEGO
WEST LINN
OREGON CITY
GLADSTONE
MILWAUKIE
CLACKAMAS
HAPPY VALLEY
BEAVERCREEK
CARVER
CARUS

Arndt Rd. Slough Bridge Project Vicinity

10,090

CON 17-1

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

CLACK

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Arndt Road Slough Bridge

DATE: October 5, 1982

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment
cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(1)Engr.: E.L. Hardt
Dis.(2)Engr.: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

**OR 820909-016-2**

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

9-7-82
BEN GIFFORD

RECEIVED
STATE HWY ENGR
OCT 7 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 5/82

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

SEP 30 1982

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

## PNRS STATE REVIEW

Project #: OR 820909-016-2 Return Date: OCT 01 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

## PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

---

REMARKS (Please type or print legibly)

See Attachment

Agency Fish + Wildlife By Tony Faast

OR 280909-016-2

## Bridge Construction

The Oregon Department of Fish and Wildlife has no objection to the Arndt Road Slough Bridge Project in Clackamas County providing the following conditions are observed during construction:

1. Adequate measures are taken to minimize turbidities which could arise during construction.
2. No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).
3. Soils disturbed by the project are stabilized and revegetated.
4. All project debris is removed from the stream.

Please coordinate the planning and implementation with our District Fish and Wildlife Biologist.

Contact: Jay Massey
ODFW District Biologist
17330 S.E. Eveyln St.
Clackamas, OR 97015

657-2041

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

SEP 22 1982

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
SEP 13 1982
DIVISION OF STATE LANDS

## PNRS STATE REVIEW

Project #: OR 820909-016-2 Return Date: OCT 01 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

---

REMARKS (Please type or print legibly)

✓ If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

10,[illegible]

[illegible] 19-1
[illegible]
Road
[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: September 7, 1982

To: Executive Department
Federal-Aid Coordination Unit

Metropolitan Service District
(MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

DE Swan

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2
Section: Arndt Road Slough Bridge
Highway: County Road FAS-A616
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be October 11, 1982.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 1 Engr.: Ed Hardt
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
SEP 9 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

Form 734-3122 (2)

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D.E. Swan | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6565

01 12] PROJECT TITLE [71: Arndt Road Slough Bridge

11 12] PROJECT LOCATION—CITY: County Road FAS-A616 | PROJECT LOCATION—COUNTY: Clackamas | PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The purpose of the project is to replace a structurally and functionally deficient

06 12] bridge over Arndt Road Slough, an overflow channel of the Pudding Rvier, and to [71

07 12] provide a safer approach alignment. [71

08 12] [71

09 12] [71

10 12] [71

| 12 | AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|---|
| | 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| | 176,000 | ----- | ----- | 44,000 | ---- | 220,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: Sept. 7, 1982

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42: Oct. | 43] DAY [44: 11 | 45] YEAR [46: 1982

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 7, 1982

VI. If project includes state funds (12C), identify agency ------

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Class 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

## A. Project Identification:

Date August 12, 1982
Section Arndt Road Sough Bridge
City ____ Hwy. No. Br. No. 6080
Highway Arndt Road
Begin M.P. ____ Length 400'+
County Clackamas
Program Estimate $220,000
Region Metro Region
Funding Source HBR

---

## B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to replace a structurally and functionally deficient bridge over Arndt Road Slough, an overflow channel of the Pudding River, and to provide a safer approach alignment. The existing timber structure would be removed and a concrete slab bridge would be constructed in its place. North of the structure, the approach roadway would be realigned slightly to reduce the curvature. During construction traffic would be routed on earth fill next to the existing bridges. This fill would be in place during the dry season only.

---

## C. Recommended Project Classification:

| Project Class | | Documentation |
|---|---|---|
| | I | Draft and Final EIS |
| X | II | Categorical Exclusion |
| | III | Environmental Assessment |

Other Documentation

- ___ Wetlands Finding/Analysis
- ___ Endangered Species List
- ___ Biologic Assessment
- X Cultural Resources Survey
- ___ Section 106 Procedures
- ___ Section 4(f) Evaluation
- X Noise Study Report
- ___ Indirect Source Construction Permit

Basis for Recommended Classification:

The proposed improvement is a simple bridge replacement and safety project with no significant impacts identified.

---

## D. Descriptions:

| | Existing Facility | Proposed Facility |
|---|---|---|
| Number of Traffic Lanes | 2 | 2 |
| Median (Yes/No) | No | No |
| Shoulders (Yes/No, Paved/Gravel) | No | Gravel |
| Average Daily Traffic (Volume and Year) | 4,800(82) | |
| Alignment (New, Combined, Existing) | | Combined |
| Speeds (Posted and Estimated) | | 55 |

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

| | |
|---|---|
| Acres | 0.5 |
| Estimated Number of Parcels | 1 |
| Residential Displacements (No.) | None |
| Business Displacements (No.) | None |

Describe:

Additional right-of-way will be required on the west side of the roadway to ease the existing curve alignment. The affected land is currently overgrown pasture.

2. Estimated Impact on Land Use:

None expected

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Improved traffic safety is expected from wider structure and reduced curvature of the north approach.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Wetland pond areas to the immediate east should not be affected. Construction will take place during the dry season when the channel is dry.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

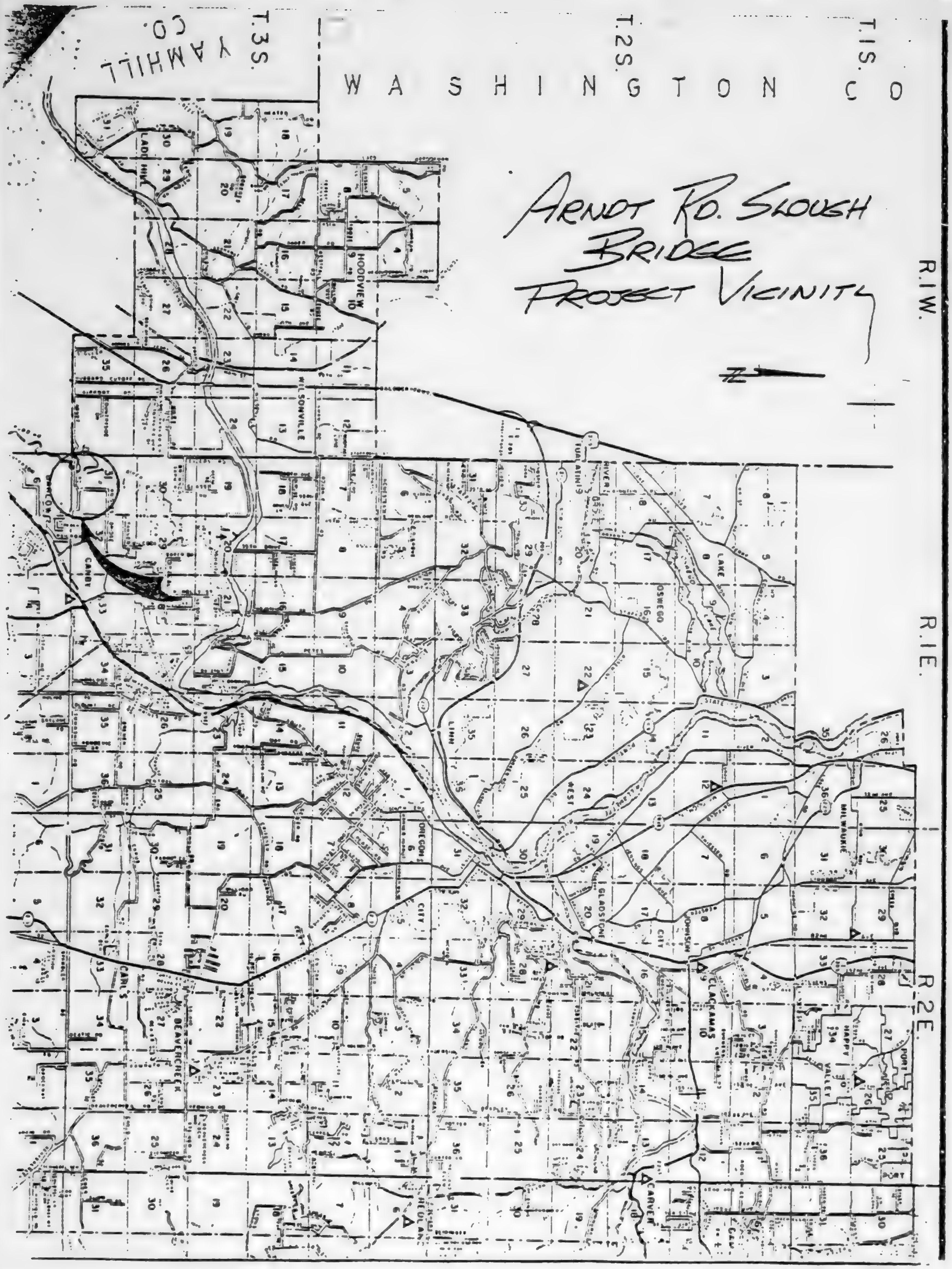
None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

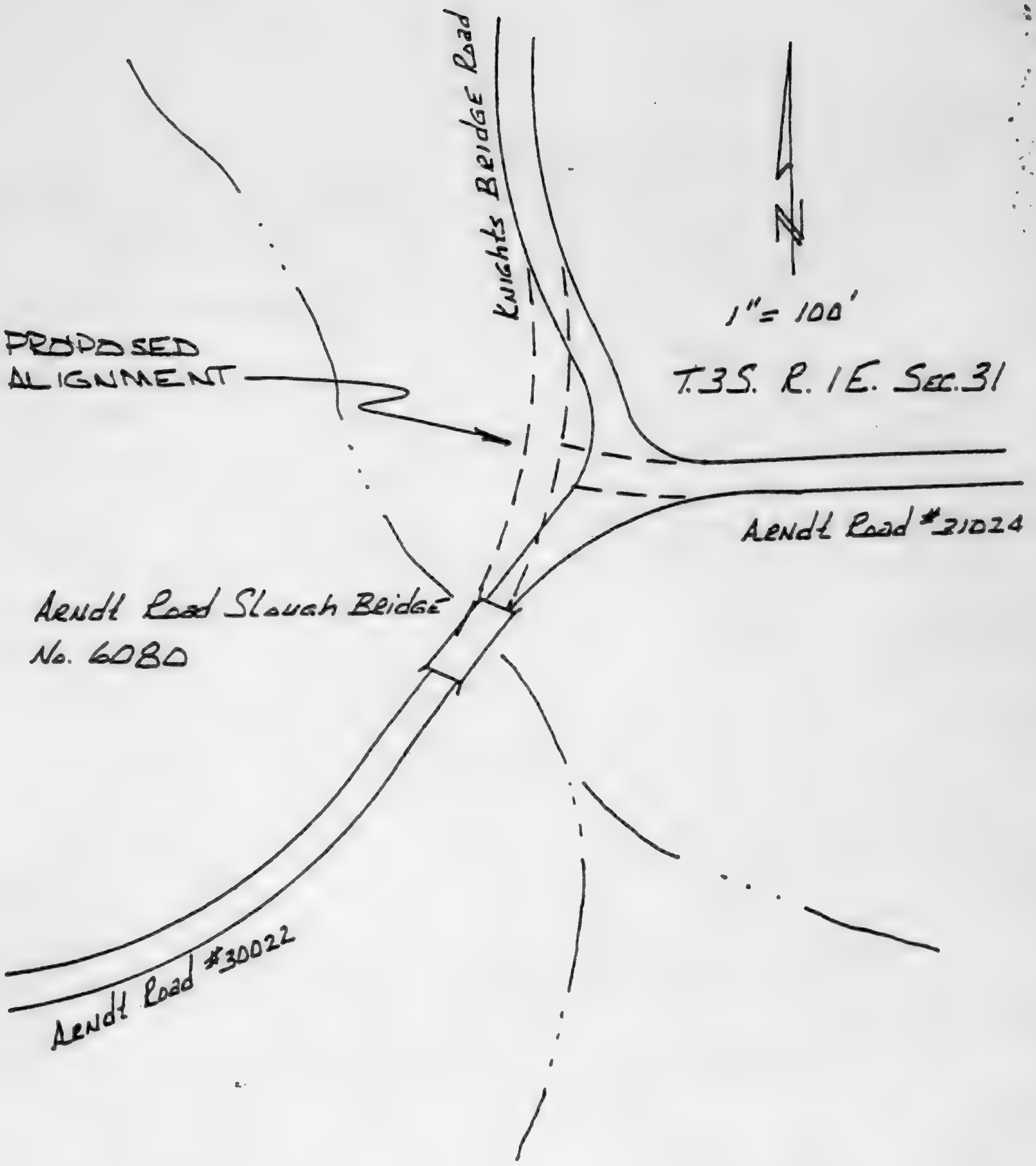
None identified

Name of Preparer and Phone Number: Jef Kaiser - 238-7439

(Attach Project Location Map)


YAMHILL CO.
T.3S.
T.2S.
T.1S.
WASHINGTON CO
R.1W.
R.1E.
R.2E.
LADD HILL
HOODVIEW
WILSONVILLE
TUALATIN
RIVER GROVE
LAKE OSWEGO
CANBY
LINN
WEST
OREGON CITY
GLADSTONE
JOHNSON CITY
MILWAUKIE
CLACKAMAS
HAPPY VALLEY
CARUS
BEAVERCREEK
CARVER
PORT
N

Arnot Rd. Slough Bridge Project Vicinity


Knights Bridge Road
N
1" = 100'
PROPOSED ALIGNMENT
T.3S. R. 1E. Sec.31
Arndt Road #31024
Arndt Road Slough Bridge No. 6080
Arndt Road #30022

10,090

7

# FEDERAL AID PROJECT REQUEST

Date June 16, 1982

Applicant Agency Clackamas County

Request for: Off-System_____, FAS-C_____, FAUS_____ Project Highway Bridge Replacement

Federal Aid Route No. A 616 Route Name Arndt Road (#31022) On-System

Project Name Arndt Road Slough Bridge Replacement

Project Length Approximately 400 ft. Project Location (Attach sketch map)

Project Description Replacement of the existing Bridge No. 6080 which is structurally deficient and functionally obsolete. This bridge provides a crossing of the Pudding River overflow channel. The project is to include the modification of the approach alignment needed to improve the roadway safety characteristics.

Average Daily Traffic 4800 ADT 1982 Design Speed 55 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

6 yr. H1
pg 72

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 2 Shoulders 3' to 5'
Medians None Parking None
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 5'
Medians None Parking None
Curbed No Length Curb Radii
Sidewalk/Bikeway None
Remarks

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50' Minimum_____ Maximum_____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes_____ No X

3. Will additional right-of-way be needed? Yes X No_____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No_____
Remarks

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Not applicable.

2. Proposed Signalization:

Location Not applicable
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

## IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Not applicable.

2. Proposed Illumination:

Location Not applicable
Type
Remarks

## V. STRUCTURE DATA

1. Existing Structure:

Location T2S, R1E, Sec. 31, Arndt Road east of the Pudding River
Type Timber
Approach Roadway Width 20' Shoulder Width 3' to 5'
Length 60' Width
To remain in place? No

2. Proposed Structure:

Location Same as above
Approximate Size: Length 60' Width 36'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No x

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

## II. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | |
|---|---|---|
| 1. | Citizen Involvement | Bernard L. Straight - Traffic Engineer<br>Office |
| 2. | Environmental | Bernard L. Straight - Traffic Engineer<br>Office |
| 3. | Public Hearing | Bernard L. Straight - Traffic Engineer<br>Office |

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant__________ State X______ Consultant__________

3. Will applicant perform any work prior to or after award of contract?
Yes__________ No__________
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

| | Clack. Co. Estimate | Metro Region Estimate |
|---|---|---|
| Roadway Work | $ 75,000.00 | 117,000 |
| Right-of-way costs (if participating) | 10,000.00 | 10,000 |
| Traffic control | | |
| Illumination | | |
| Structures | 110,000.00 | 110,000 |
| Railroad | | |
| Other | | |
| Preliminary engineering | 25,000.00 | 29,700 |
| PROJECT TOTAL | $220,000.00 | 266,700 |

Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____________________ and/or CLACKAMAS COUNTY
BOARD OF COUNTY COMMISSIONERS

By__________________ By Ralph Groener

By__________________ By

By Stan Skoko

10,090

# PROJECT PROSPECTUS
## PART 1 — ROJECT REQUEST

1-19-82

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>Arndt Road Slough Bridge | KEY ID # |
| | REGION<br>Metro |

| | | | | |
|---|---|---|---|---|
| TATE HIGHWAY #<br>N/A | HIGHWAY NAME<br>N/A | | MILE POST<br>FROM N/A TO | LENGTH<br>1000' |
| ☐ URBAN<br>☒ RURAL | CITY<br>——— | COUNTY<br>Clackamas | ROAD/STREET NAME<br>Arndt Road | |
| ROUTE # | FEDERAL AID #<br>FAS A616 | APPLICANT (IF OTHER THAN STATE)<br>Clackamas County | | |

| COST ESTIMATES (000's) | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ 29,700 |
| RIGHT OF WAY | | $ 10,000 |
| ROADWAY | $ 117,000 | |
| STRUCTURES | $ 110,000 | |
| SIGNALS | $ | |
| ILLUMINATION | $ | |
| TEMPORARY PROTECTION | $ | |
| | $ | |
| 40% ENGINEERING & CONTINGENCIES | $ included | |
| OTAL CONSTRUCTION | | $ 227,000 |
| TOTAL ESTIMATE | | $ 266,700 |

| PROJECT DATA | | |
|---|---|---|
| GRADING | (✓) | X |
| PAVING | (✓) | X |
| STRUCTURES | (✓) | X |
| SIGNING | (✓) | X |
| SIGNALS | (✓) | |
| ILLUMINATION | (✓) | |
| | | |
| ENVIRONMENTAL CLASS | (1,2,3) | 2 |
| DESIGN CATEGORY | (1-7) | 7 |
| WORK TYPE | (1-12) | 5 |

| RIGHT OF WAY | | |
|---|---|---|
| FILES | (#) | 1 |
| ACRES | (#) | 0.5 |
| RELOCATIONS | (#) | 0 |

| WORK BY STATE/CONSULTANT/APPLICANT | | |
|---|---|---|
| PRELIMINARY ENGINEERING | (S,C,A) | S |
| CONSTRUCTION ENGINEERING | (S,C,A) | S |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | S |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | S |

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR)<br>/ | RECOMMENDED FUNDING SOURCE<br>HBR (on-system) | RECOMMENDED PROGRAM YEAR<br>1983 |

RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | | EXISTING | PROPOSED |
|---|---|---|---|
| TRAVEL LANES | (#) | 2 | 2 |
| STRUCTURES | (#) | 1 | 1 |
| SIGNALS | (#) | 0 | 0 |
| BIKE PATH | (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | | 4,800 | |
| YEAR OF AVERAGE DA Y TRAFFIC | | 1982 | |

DEFINE THE PROBLEM

Structurally deficient bridge, poor roadway alignment north of the existing bridge.

PROPOSED SOLUTION

Replace the structure, realign the roadway.

| | |
|---|---|
| ESTED, REGION ENGINEER<br>X Edward L Hardt | DATE<br>10/13/82 |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X N/A | DATE |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X N/A | DATE |

| | | |
|---|---|---|
| TRANSP. COMM. APPROVAL DATE<br>1-19-82 | PROGRAM YEAR<br>1983 | FUNDING<br>HBR ON SYSTEM |

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Arndt Road Slough Bridge

REGION
Metro

## PROJECT JUSTIFICATION

This project was selected for the 1983 Highway Bridge Replacement program as approved by the Oregon Transportation Commission.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS

PART 2 — OJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Arndt Road Slough Bridge

REGION Metro

TER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | |
|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | S | STORM SEWER | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N |
| RECONNAISSANCE SURVEY | N | DETOUR | S | BORROW SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | S |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | | |

## PERMITS AND DOCUMENTS

| | | | | | | |
|---|---|---|---|---|---|---|
| AIRPORT CLEARANCE | N | WETLANDS | | | | N |
| CONDITIONAL USE | N | SENSITIVE LAND | | | | N |
| FLOOD PLAIN | S | CULTURAL RESOURCE | | | | N |
| CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | | | | N |
| COAST GUARD | N | DEQ NON-POINT SOURCE WATER | | | | N |
| STATE LANDS | N | SECTION 106 | | | | N |
| GEOLOGY AND MINERALS | N | NOISE STUDY | | | | S |
| BUILDING | N | SECTION 4(F) | | | | N |
| SIGNALS | N | OLD (#) | 0 | NEW (#) | 0 | |
| UTILITIES | A | (LIST BELOW) | | | | |

COMPANIES

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 1 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | S | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | N |

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| - | - | - | - | 3'-5' | - | - | 10' | - | 10' | - | - | 3'-5' | - | - | - | - |
| - | - | - | - | 5' | - | - | 12' | - | 12' | - | - | 5' | - | - | - | - |

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

1985 "A" St.-Nix Dr. (Hood R.) 10,091
Sec., of Hood R. Hwy. (12th/13th St.
Cplt.) (Grad., pav., str., ill.)

C&A 6792 10-4-78
C+A - 7926 - 8-7-84

10,091

April 14, 1988

CON 5 - #10,091

The American Insurance Company
Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

On February 12, 1987, we notified you that the final payment would be released after February 17, 1987, on Contract No. 10,091 with Mid-Columbia Paving Co., for work on the "A" Street-Nix Drive (Hood River) Project.

Our Accounting office has now notified us that the final contract amount was $209,007.62.

We are sorry for the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Mid-Columbia Paving Co.
P. O. Box 9574
Yakima, WA 98909

Mid-Columbia Paving Co.
P. O. Box 84921
Seattle, WA 98124

bc: C. O. Fredrickson
Walt Hart
Hwy. Acctg.
Rick Kuehn

BW CC OSHD (RULIEN)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Hood River | DIVISION<br>Oregon |
| DATE OF REPORT<br>September 18, 1987 | REPORT MADE BY<br>Larry Heil; Asistnat Area Engineer | | PROJECT NO.<br>F-43(3) |
| COMPLETION DATE (Actual)<br>July 31, 1986 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>January 29, 1987 | TIME ELAPSED<br>100% | CONTRACT TIME<br>120 CD or<br>July 31, 1986 |

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

"A" STREET - NIX DRIVE (HOOD RIVER)
HOOD RIVER HIGHWAY (12TH ST. - 13TH. ST. COUPLET)
Grading, Paving, Structures, and Illumination

This project will transform the current two-way operation on 12th Street and 13th Street to a two-way couplet. The project involves grading, paving, etc. at the South end of the couplet at Belmont Street and a considerable amount of signing and signal work between May Street and Belmont Street to effect the two-way couplet.

The contract was awarded to Mid Columbia Paving Co. on July 19, 1985. Work started April 7, 1986 and was completed July 31, 1986 within the specified completion date. The final project cost overran the original authorization of $223,865 by 11% due to the necessity to extend a retaining wall and general underestimation of bid items. There were no contract claims or materials problems.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

RECEIVED
STATE HWY ENGR
OCT 1 '87
REFER TO
Fredrickson
FOR
| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
W. E. SCHWARTZ
Cy 10/1

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>Larry Heil | | SIGNATURE | |
| TITLE<br>Assistant Area Engineer | DATE<br>9-29-87 | TITLE<br>District Engineer A | DATE<br>9-29-87 |

FORM FHWA 1446B

PREVIOUS EDITIONS MAY BE USED.

10,091

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>4-128 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Hood River |
| PROJECT REPORT NUMBER | | |
| MODIFICATION NUMBER<br>1 | 4-17-87 | Project Number<br>F-43(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 19 85.

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 223,865.00 | $ 265,883.00 |
| Federal funds | $ 197,336.00 | $ 234,375.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of Apr, 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

~~By~~ XXX For: Larry Rulien
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 16, 1986

Federal-Aid Project No. F-43(3)

"A" Street-Nix Drive (Hood River) Section
Hood River Highway
Hood River County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "C" 500+00 thru Equa. "C" 504+88.95 = 106+21.60 to 108+25)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| General Excavation | $ 4.35 | 1,238 | $ 5,385.30 | 2,118 | $ 9,213.30 |
| 1"-0 Aggregate Base | 11.95 | 1,350 | 16,132.50 | 1,739 | 20,781.05 |
| Class "C" Asphalt Conc. | 36.50 | 600 | 21,900.00 | 811 | 29,601.50 |
| Concrete Manholes | 950.00 | 1 | 950.00 | 2 | 1,900.00 |
| Concrete Walks | 14.00 | 850 | 11,900.00 | 1,495 | 20,930.00 |
| Special Wall Backfill | 30.00 | 146 | 4,380.00 | 285 | 8,550.00 |
| Concrete in Walls | 260.00 | 151 | 39,260.00 | 169 | 43,940.00 |
| Reinforcement in Walls | 0.70 | 8,829 | 6,180.30 | 9,883 | 6,918.10 |
| | | | $106,088.10 | | $141,833.95 |

| | |
|---|---|
| Increase | $ 35,745.85 |
| Subtotal from Estimate on July 23, 1985 | 194,038.10 |
| Subtotal | $229,783.95 |
| Engineering | 32,467.05 |
| Total | $262,251.00 |

Length of Project ------------------- 0.131 mi.

Cost of Roadway Per Mile ------------ $1,918,145.04

Retain in Reserve

| | | |
|---|---|---|
| Signal Revision @ May Street | All Required | $ 3,000.00 |
| Relocate/Adjust Fence | All Required | 200.00 |
| | Subtotal | $ 3,200.00 |
| | Engineering | 432.00 |
| | Total | $ 3,632.00 |

## SUMMARY OF FUNDS (88.15%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Roadway | 010 | $262,251.00 | $231,174.00 | $31,077.00 |
| Reserve | 010 | 3,632.00 | 3,201.00 | 431.00 |
| Total | | $265,883.00 | $234,375.00 | $31,508.00 |

Group 1 = 100%
Contract No. 10,091
Prefix: 14-1098 P.E.
C10091

RLC:me

N

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10,091 7-133 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-26-85 | STATE<br>Oregon<br>COUNTY<br>Hood River<br>PROJECT NO.<br>F-43(3) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

State Road "A" St.-Nix Dr. (Hood River) Sec.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-19-85 | 0.131 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 88.15%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 223,865.00 | FEDERAL FUNDS<br>$ 197,336.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

for Manager, Program Section
*(Title)*

XXX For: W.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator JUL 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

Oregon State Highway Division
Salem, Oregon July 23, 1985

Federal Aid Project No. F-43(3)

"A" Street - Nix Drive (Hood River) Section
Hood River Highway
Hood River County

## PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "C" 500+00 thru Equa. "C" 504+88.95 = 106+21.60 to 108+25)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 13,500.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 3,500.00 |
| Temporary Signs | Sq. Ft. | 264 | 8.50 | 2,224.00 |
| Temporary Barricades | Each | 4 | 100.00 | 400.00 |
| Temporary Reflective Pavement Markers | Each | 30 | 9.00 | 270.00 |
| Flaggers | Hour | 250 | 14.00 | 3,500.00 |
| Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 7,500.00 |
| General Excavation | Cu. Yd. | 1,238 | 4.35 | 5,385.30 |
| Trench Excavation | Cu. Yd. | 110 | 9.00 | 990.00 |
| Watering | M-Gal. | 50 | 12.00 | 600.00 |
| 1"-0" Aggregate Base | Ton | 1,350 | 11.95 | 16,132.50 |
| Class "C" Asphalt Concrete | Ton | 600 | 36.50 | 21,900.00 |
| 8-inch Storm Sewer Pipe | Lin. Ft. | 24 | 6.50 | 156.00 |
| 12-inch Storm Sewer Pipe | Lin. Ft. | 284 | 14.50 | 4,118.00 |
| Extra for Pipe Under Pavement | Lin. Ft. | 32 | 15.00 | 480.00 |
| Concrete Manholes | Each | 1 | 950.00 | 950.00 |
| Concrete Inlets, Type CG-1 | Each | 4 | 500.00 | 2,000.00 |
| 8-inch Drain Pipe | Lin. Ft. | 293 | 13.00 | 3,809.00 |
| Drain Backfill Material | Cu. Yd. | 31 | 35.00 | 1,085.00 |
| Concrete Walks | Sq. Yd. | 850 | 14.00 | 11,900.00 |
| Concrete Driveways | Sq. Yd. | 30 | 20.50 | 615.00 |
| Concrete Curbs | Lin. Ft. | 1,150 | 5.35 | 6,152.50 |
| Adjusting Manholes | Each | 2 | 300.00 | 600.00 |
| Structure Excavation | Cu. Yd. | 456 | 5.00 | 2,280.00 |
| Special Wall Backfill | Cu. Yd. | 146 | 30.00 | 4,380.00 |
| Concrete in Walls | Cu. Yd. | 151 | 260.00 | 39,260.00 |
| Reinforcement in Walls | Lb. | 8,829 | 0.70 | 6,180.30 |
| Pedestrian Handrail | Lin. Ft. | 282 | 16.00 | 4,512.00 |
| Removal of Existing Sign Installations | Lump Sum | All | Lump Sum | 500.00 |
| Wood Sign Posts | Lump Sum | All | Lump Sum | 4,000.00 |
| Type "C" Signs in Place | Sq. Ft. | 136 | 9.50 | 1,292.00 |

| | | | | |
|---|---|---|---|---|
| Type "D" Signs in Place | Sq. Ft. | 38 | 9.50 | 361.00 |
| Type "EE" Signs in Place | Sq. Ft. | 163 | 11.00 | 1,793.00 |
| Type "U" Signs in Place | Sq. Ft. | 85 | 16.50 | 1,402.50 |
| Type "V" Signs in Place | Sq. Ft. | 6 | 15.00 | 90.00 |
| Pole Foundations | Lump Sum | All | Lump Sum | 3,000.00 |
| Roadway Lighting Poles and Arms | Lump Sum | All | Lump Sum | 4,500.00 |
| Luminaires, Lamps and Ballast | Lump Sum | All | Lump Sum | 1,500.00 |
| Switching, Conduit, Wiring, Etc. | Lump Sum | All | Lump Sum | 8,500.00 |
| | | | | $ 191,338.10 |

**Anticipated Items**

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | $ 2,200.00 |
| Temporary Erosion Control | All Required | | 500.00 |
| | | | $ 2,700.00 |
| | | Subtotal | $ 194,038.10 |
| | | Engineering | 26,194.90 |
| | | Total | $ 220,233.00 |

| | |
|---|---|
| Length of Project | 0.131 mi. |
| Cost of Roadway Per Mile | $ 1,681,167.94 |

**Retain in Reserve**

| | | | |
|---|---|---|---|
| Signal Revision @ May Street | All Required | | $ 3,000.00 |
| Relocate/Adjust Fence | All Required | | 200.00 |
| | | Subtotal | $ 3,200.00 |
| | | Engineering | 432.00 |
| | | Total | $ 3,632.00 |

## SUMMARY OF FUNDS (88.15%)

| DESCRIPTION | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|
| Roadway | $ 220,233.00 | $ 194,135.00 | $ 26,098.00 |
| Reserve | 3,632.00 | 3,201.00 | 431.00 |
| Total | $ 223,865.00 | $ 197,336.00 | $ 26,529.00 |

Group 1 100%
Contract No. 10091
Prefix: 14-1098 P.E.
C10091
Appn Code: 010
CPL:DDB:RC:bkb

10,091

**STATE OF OREGON**

Contract Payments 378-6594

# INTEROFFICE MEMO

FILE: CON 5
10091

DATE: January 29, 1987

TO: Commission Services

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10091, On Site Work Substantially Completed July 31, 1986

All Work Completed October 27, 1986

Project "A" Street-Nix Drive (Hood River)

Highway Hood River Highway-12th/13th Street Couplet

County Hood River

Type of Work Grading, Paving, Structure & Illumination

Contractor Mid Columbia Paving Company

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-12-87 - Surety letter written.

RECEIVED
FEB -4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,091

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

# WEEKLY REPORT FOR CONSTRUCTION PROJECTS

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>'A' St. - Nix Dr. | | WEEK ENDING<br>October 23, 1986 |
| | | CONTRACT NO<br>10091 |
| HIGHWAY<br>Hood R (12th/13th couplet) | COUNTY<br>Hood River | F A PROJECT NO<br>F-43(3) |
| CONTRACTOR<br>Mid Columbia Paving Company | KIND OF WORK<br>Grading, Paving, Structures, Illumination | DATE OF AWARD<br>July 19, 1985 |

| PROJECT AUTHORIZATION | | ENGINEERING | | |
|---|---|---|---|---|
| CURRENT AUTHORIZATION | $ 253,865.24 | AUTHORIZATION | $ 17,751.43 | FIRST NOTIFICATION DATE<br>April 7, 1986 |
| | | COST THIS WEEK | $ 0.00 | ESTIMATED DATE OF COMPLETION, OR |
| ESTIMATED PROJECT COST | $ 253,403.87 | TOTAL TO DATE | $ 37,600.00 | |
| ESTIMATED PERCENT XXXX/UNDERRUN | 0.2 % | PERCENT OF AUTHORIZATION | 211 % | SECOND NOTIFICATION DATE AND<br>July 31, 1986 |

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| A | 07/31/86 | 116 | 116.0 | 100 | c |
| | / / | 0 | 0.0 | 0 | o |
| | / / | 0 | 0.0 | 0 | m |
| | / / | 0 | 0.0 | 0 | p |

ESTIMATED SEMIFINAL SUBMITTAL DATE
October 30, 1986

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100%

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | illumin. |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 1,238 cy | 1,350 tn | 600 tn | | | |
| EST. CORRECTED QUANTITIES | 2,118 cy | 1,740 tn | 809 tn | | | |
| EST. PERFORMED TO DATE | 2,118 cy | 1,740 tn | 809 tn | | | |
| PERCENT PERFORMED TO DATE | 100 | 100 | 100 | 0 | 100 | 100 |

ACTIVITIES THIS WEEK:
No Activity. Project Manager's office working on the semifinal.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:
No activity anticipated.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Contractor needs to submit certifications for the permanent signs before third notification is made.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Michael Fisher

F

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,091

VICTOR ATIYEH
GOVERNOR

**Department of Transportation**
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 18, 1986

In Reply Refer to
File No.: CON 5
10091

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-43(3)

Contract 10091, Work Completed July 31, 1986

Project "A" St.-Nix Dr. (Hood River)

Highway Hood River Hwy. (12th St./13th St.) Couplet

County Hood River

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 1, 1986

Christianson
Dale E. Wilken
Division Administrator

RECEIVED
STAT. HWY ENGR
SEP 8 '86
REFER TO
FOR
Info Invest R/D [illegible] [illegible] [illegible] [illegible]

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

W. RULI

RECEIVED
AUG 18 1986
OREGON DIVISION

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 15, 1986

In Reply Refer to File No. CON 5
10091

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
"A" St.-Nix Drive (Hood River) Section
Hood River Highway, Hood River County
Contract No. 10091

This project is finished and it is expected that the final cost will overrun the project authorization by $30,000 or 13 percent.

In establishing this one-way couplet for the City of Hood River, it became necessary to expand the general excavation, base and paving to make safe and effective tie-ins to the existing city streets. This caused an overrun of these bid items and resulted in additional cost of approximately $16,000.

There was a concrete retaining wall called for at the south end of the job and due to changing topograpy between the time the project was designed and the construction, it was necessary to lengthen the wall. This added about $10,000 to the project cost.

Through an oversight in the plans, there are no provisions for permanent striping in the contract. This added about $3,000 to the cost of the project. Other minor overruns bring the total expected overrun to $30,000.

There are sufficient funds available in this category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $30,000 to a new total of $253,865.24. This matter will be on the consent calendar for the August 21, 1986, meeting.

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. A. Kuehn
George Bell

Form 734-3122

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10091

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 15, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
"A" St.-Nix Drive (Hood River) Section
Hood River Highway, Hood River County
Contract No. 10091

This project is finished and it is expected that the final cost will overrun the project authorization by $30,000 or 13 percent.

In establishing this one-way couplet for the City of Hood River, it became necessary to expand the general excavation, base and paving to make safe and effective tie-ins to the existing city streets. This caused an overrun of these bid items and resulted in additional cost of approximately $16,000.

There was a concrete retaining wall called for at the south end of the job and due to changing topograpy between the time the project was designed and the construction, it was necessary to lengthen the wall. This added about $10,000 to the project cost.

Through an oversight in the plans, there are no provisions for permanent striping in the contract. This added about $3,000 to the cost of the project. Other minor overruns bring the total expected overrun to $30,000.

There are sufficient funds available in this category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $30,000. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

NOTED
W. E. SCHWARTZ

Attach.

cc: R. A. Kuehn
M. G. Fisher
B. M. Walton
W. F. Cobine

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-43(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Hood River

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30166

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
AUG 8 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE July 16, 1986

8. FEDERAL ROUTE NUMBER Primary 43

9. STATE ROUTE NUMBER Secondary 281

10. GENERAL LOCATION:

"A" Street - Nix Drive (Hood River) Section

11. GENERAL DESCRIPTION OF WORK

Permanent pavement striping and for thermoplastic pavement markings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/16/86 as requested in Mr. Fredrickson's letter of 8/1/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $5,000;
Federal Funds $4,407.

14. DATE 8/6/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc cc: ( ) (Rulien)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

RECEIVED
STATE HWY ENGR
AUG 20 '86
REFER TO Fredrickson
FOR

| Info | Inves | R/D | D-R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

py
8/21

*(Check appropriate box)*

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

8-1-86

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Hood River | DIVISION<br>Oregon |

IN COMPANY WITH
Mike Fisher and Marion Craft; OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>8-1-86 | INSPECTION MADE BY<br>T. P. Lowe, Area Engineer | PROJECT NO.<br>F-43(3) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>87 % | WORK COMPLETED<br>98 % |

NOTED
W. E. SCHWARTZ

## "A" STREET - NIX DRIVE (HOOD RIVER)
## HOOD RIVER HIGHWAY (12TH ST.-13TH ST. COUPLET)
## Grading, Paving, Structure and Illumination

This project changed the previous two-way traffic operation on 12th St. and 13th St. to a pair of one-way couplets.

The project was substantially complete at the time of the inspection. While driving over the project from several different directions we noted a serious sight distance problem when traveling west on Belmont St. and coming up to a stop sign at 13th St. To continue across 13th St. after the stop is a very difficult maneuver. Traffic on 13th St. appeared to be moving generally in the 30 MPH range and it is difficult to see until they were fairly close. The State advised that their regional traffic engineer had suggested the possibility of adding fog lines to 13th St. and prohibit parking as it approaches Belmont. This would hold the cars out away from the adjacent property slightly and of course removal of parking would increase the sight distance somewhat. Still it is necessary for a car at the stop sign on Belmont to look across a corner of a private parking lot to spot the oncoming traffic. I would further suggest that the State consider purchasing a small amount of right-of-way at that location to insure cars aren't parked in the line of vision. Another alternate solution may be simply to close Belmont St. westbound between 12th and 13th. The State said they would contact the region traffic engineer again to analyze this problem and develop a proposed course of action.

The completed project appears to have been constructed in conformance with the contract plans. However, acceptance of the project is not recommended until the above mentioned sight distance problem on Belmont St. has been resolved.

- TPL -

Form FHWA-1446A
(Rev. 2-84)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-43(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Hood River

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30166

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 20, 1986

8. FEDERAL ROUTE NUMBER Primary 43

9. STATE ROUTE NUMBER Secondary 281

10. GENERAL LOCATION:

"A" Street - Nix Drive (Hood River) Section

11. GENERAL DESCRIPTION OF WORK

Modification of the existing traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/20/86 as requested in Mr. Fredrickson's letter of 7/21/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $3,000; Federal Funds $2,644.

RECEIVED
STATE HWY ENGR
AUG 1 '86
REFER TO
Pitter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 7/29/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,091

[illegible]

July 5, 1985

City of Hood River
City Hall
Hood River, OR 97031

LOC 7

**Attention: Dorothy M. Swyers**
**City Recorder**

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 447," adopted by the Transportation Commission on June 20, 1985, covering the May Street-Nix Drive (Hood River) Section of the Hood River Highway in Hood River County.

Also attached is a survey approval map.

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
cc: Hood River County Board of Commissioners
Courthouse
Hood River, OR 97031

Attention: L. G. Shairbon
County Clerk

bc: Don Harwell (resolution attached)

[illegible]

[illegible]
[illegible]
xp.

Date: June 6, 1985 PRO

To: Oregon Transportation Commission

cc 5b

From: H. S. Coulter
State Highway Engineer

Subject: Survey Approval
May St.-Nix Dr. (Hood River) Sec.
Hood River Highway
Hood River County
Map 1R-4-859

The survey has been completed on this project. The project is on the State Primary System, and is listed on the current Six-Year Highway Improvement Program. Construction is scheduled for Fiscal Year 1986 using Federal-aid Primary funds.

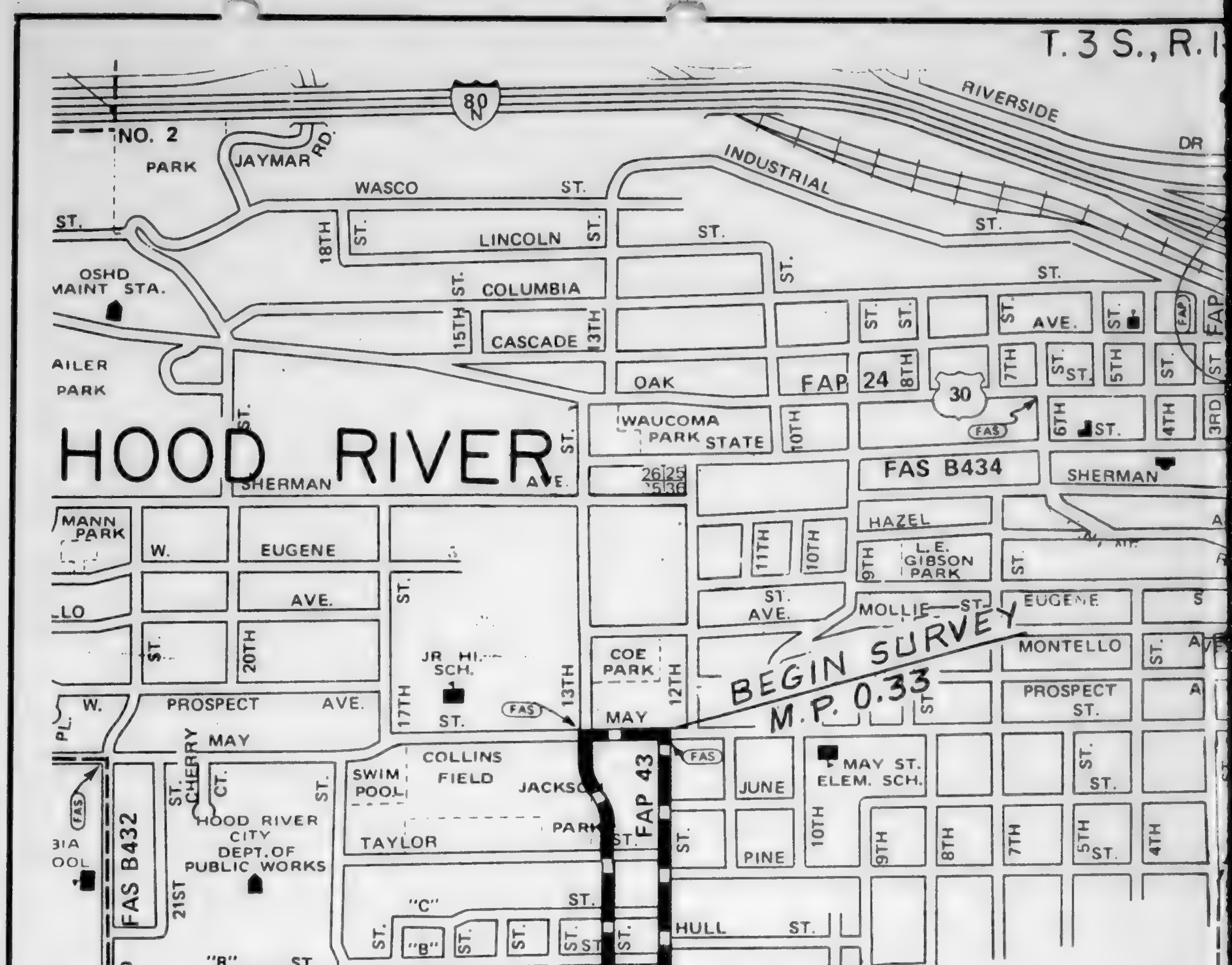
In order that the record be clear as to the official location of this facility, we request your approval of the attached survey approval map. The work has been accomplished consistent with the governing regulations.

This matter will be on the consent calendar for the June 20 meeting.

Attachment

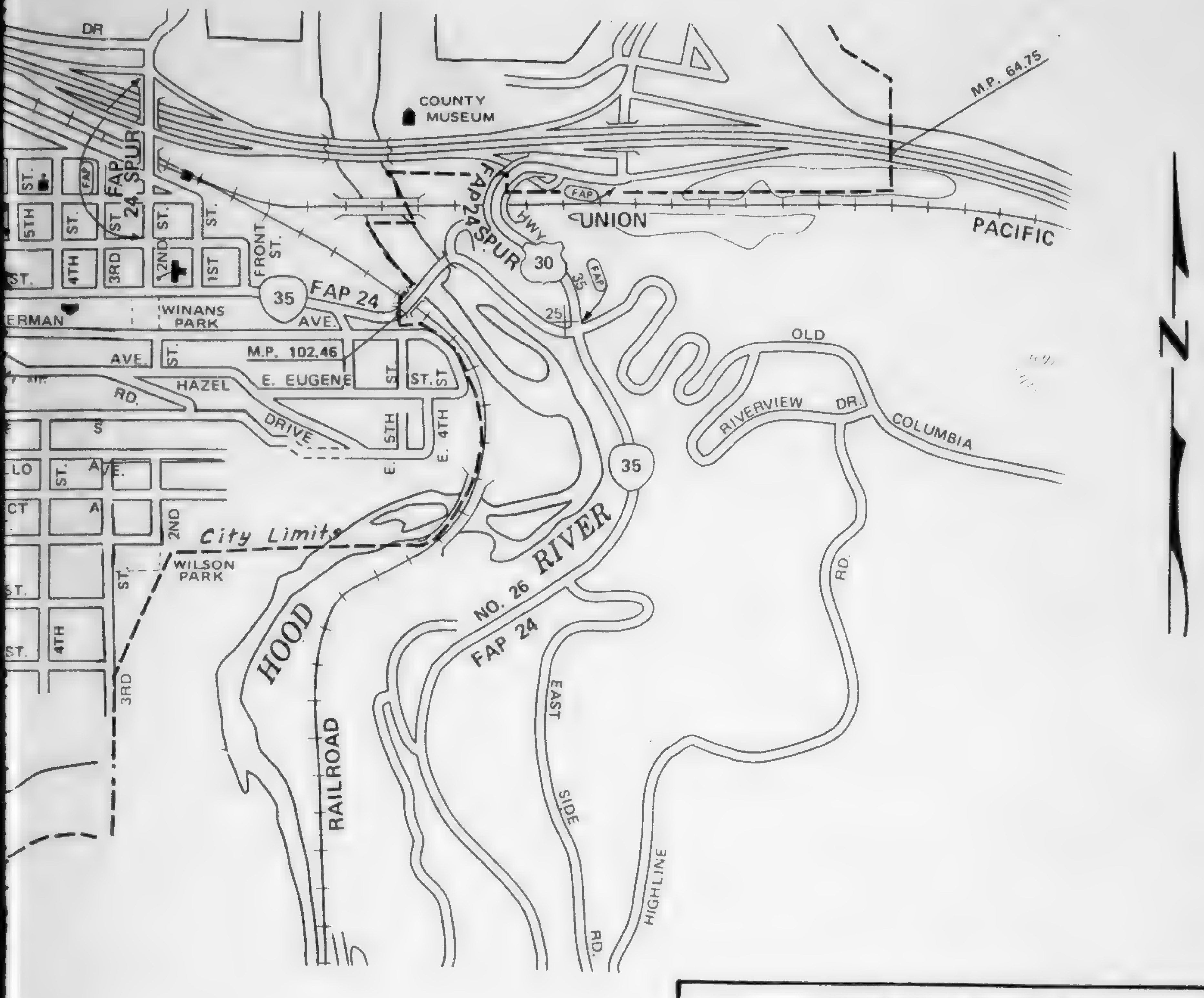
cc: Fred D. Miller
Robert N. Bothman
E. S. Hunter
Gary A. Potter
R. W. Gormsen
D. O. Christensen
J. B. Boyd
E. L. Hardt

DDB:bkb 1km


T. 3 S., R. I
80
N
RIVERSIDE
DR
NO. 2
PARK
JAYMAR RD.
WASCO ST.
INDUSTRIAL
ST.
18TH ST.
LINCOLN ST.
ST.
OSHD
MAINT STA.
15TH ST.
COLUMBIA
CASCADE 13TH
AVE.
AILER
PARK
OAK
FAP 24 8TH
30
7TH
5TH
4TH
3RD
FAP
FAS
6TH
HOOD RIVER
WAUCOMA
PARK STATE
10TH
SHERMAN AVE.
26 25
35 36
FAS B434
SHERMAN
MANN
PARK
W. EUGENE
HAZEL
11TH
10TH
9TH
L.E.
GIBSON
PARK
LLO
AVE.
ST.
AVE.
MOLLIE ST.
EUGENE
20TH
JR HI
SCH.
COE
PARK
13TH
12TH
BEGIN SURVEY
M.P. 0.33
MONTELLO
W. PROSPECT AVE.
17TH
ST.
FAS
MAY
PROSPECT ST.
PL.
CHERRY CT.
MAY
COLLINS
FIELD
SWIM
POOL
JACKSON
FAP 43
JUNE
MAY ST.
ELEM. SCH.
FAS
FAS B432
HOOD RIVER
CITY
DEPT. OF
PUBLIC WORKS
21ST
TAYLOR
PARK
PINE
10TH
9TH
8TH
7TH
5TH ST.
4TH
"C" ST.
"B"
"B" ST.
HULL ST.
"A"
WILSON ST.
MARIAN ST.
CREEK
22ND
18TH
FAS B431
WAY
17TH
16TH
15TH RD.
14TH
FAS
13TH
12TH
UNION ST
11TH
10TH
BALL
PARK
NIX DR.
M.P. 0.83
END SURVEY
PACIFIC AVE.
DR.
AVALON
HWY. NO. 281
INDIAN
FOXLEY RD.
12TH
35 36 ELIOT DR.
2 1
M.P. 1.17
PU
TH
AC
AP

3 S., R.10E., W.M

IR-4-859


DR
COUNTY MUSEUM
M.P. 64.75
FAP 24 SPUR
FAP
ST.
5TH
4TH
3RD
2ND
1ST
FRONT ST.
FAP 24 SPUR
HWY
FAP
UNION
PACIFIC
30
35
FAP 24
35
25
WINANS PARK
AVE.
ERMAN
AVE.
ST.
M.P. 102.46
E. EUGENE
ST.
ST.
HAZEL
RD.
DRIVE
E. 5TH
E. 4TH
S
LLO
ST.
AVE.
CT
A
2ND
City Limits
WILSON PARK
ST.
ST.
ST.
4TH
3RD
OLD
RIVERVIEW
DR.
COLUMBIA
35
RIVER
HOOD
NO. 26
FAP 24
RD.
RAILROAD
EAST SIDE RD.
HIGHLINE
N

**OREGON STATE HIGHWAY DIVISION**

**SURVEY APPROVAL MAP**

MAY ST.-NIX DR. (HOOD RIVER) SEC.

HOOD RIVER HWY. (12TH ST./13TH ST. COUPLET)

HOOD RIVER COUNTY

SCALE: 1" = 800' ±

DATE: April, 1985

FOR DETAILS SEE DRG. NO. IR-4-754, 6B-32-2 & 8B-36-13

PUBLIC HEARING *Not Requested*

THROUGHWAY RESOLUTION ADOPTED *N.A.*

ACCESS CONTROL *N.A.*

**APPROVED:** 4-23, 1985

E L Hunter

Asst. State Hwy. Engr., Tech. Services Branch

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DES

TO: D. O. Christensen
Road Design Engineer

DATE: April 22, 1985

FROM: George F. Strawn
George F. Strawn
R/W Descriptions Supervisor

SUBJECT: Map 1R-4-859
May St.-Nix Dr. (Hood River) Section
Hood River Highway (12th St./13th St. couplet)
Hood River County

Enclosed is a survey approval map for the subject project to document Commission action as provided in ORS Chapter 366.

Your approval and transmittal to Mr. Hunter is recommended.

Following approval by Mr. Hunter, please return the approved map to R/W Descriptions for further processing.

GFS:rlr
Enclosure

APPROVED
Duane O Christensen
[illegible] Engr.

Orig Strawn
Cy Christensen
Files
4/19

RECEIVED
STATE HWY ENGR

APR 22 '85

REFER TO

FOR

| Info | [illegible] | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

1-125-1387

10,341

Sec. 281
[illegible]
SP

STATE OF OREGON **INTEROFFICE MEMO**

**TO:** DUANE CHRISTENSEN
Road Design Engineer

**DATE:** December 18, 1984

**FROM:** EDWARD L. HARDT Edward L. Hardt
Metro Region Engineer

**SUBJECT:** MAY STREET-NIX DRIVE SECTION
12TH-13TH COUPLET
CITY OF HOOD RIVER

On May Street-Nix Drive Section the relocated highway cuts diagonally through a city block in Hood River. The City has requested that we purchase that triangular remainder as part of the project and dedicate it to open-space usage. I've attached a copy of a December 7 letter from Rod Henry which indicates that it is acceptable to buy this property as part of the project, and I've also attached a letter from the City of Hood River acknowledging that they will be responsible for upkeep of the property.

My purpose in writing is to request that you add to the project a curbed section on the Belmont Street phase of this triangle. It is my understanding that our project went in without any curb treatment. I'm assuming that the portion of the triangle that fronts on 12th Street would be curbed in any case. Also, Mr. Harris requested that we put in a small irrigation system and put in a few low plantings in this triangular area. I would suggest that you have Merle Anderson give Mr. Harris a call and get a better idea of what he has in mind for this area.

ELH/cp
Attachments
cc Rod Henry w/attachment
Ken Rolfe "
Jim McClure "
Harry Woodward "

12-19-84
Rick —
Take Care of Curbs.
Merle looking into landscape aspects.
DDC

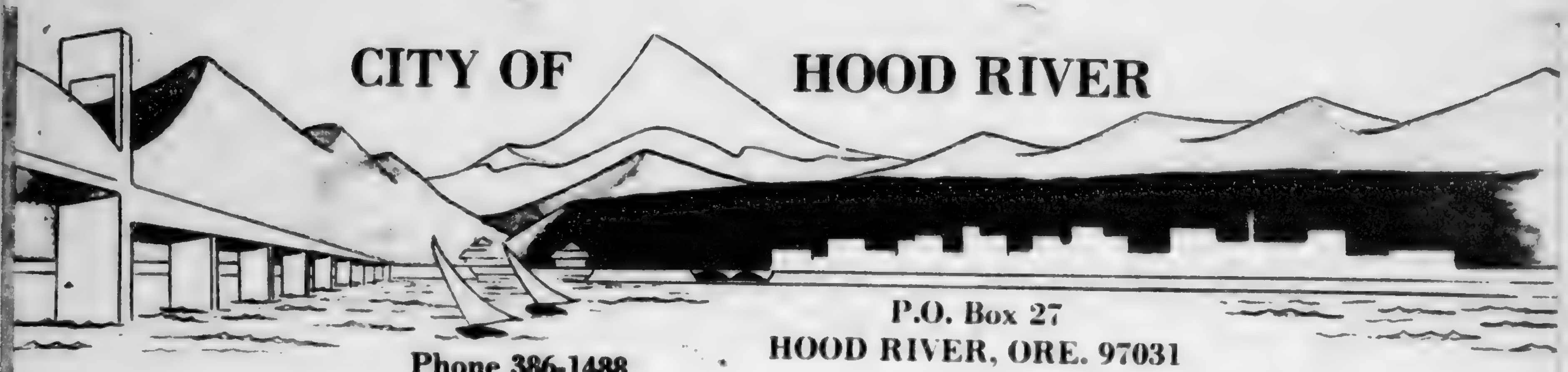
RECEIVED
ROAD DESIGN SECTION

Copy
2 Kuehn RK
3 Pool P
1 Duane

Do Not File
Return To
Bring Up
Action

cc: F. Eriksen

81-125-1387



**CITY OF HOOD RIVER**

**P.O. Box 27**
**HOOD RIVER, ORE. 97031**

**Phone 386-1488**

December 13, 1984

OM MRE [illegible] OE [illegible] CE
[illegible]CS RECEIVED [illegible]E
[illegible] [illegible] 4 [illegible]
CSA Metro Region [illegible]M
RAS PA EM BUD LM

Mr. Edward L. Hardt
Department of Transportation
Highway Division
9002 S. E. McLoughlin Blvd.
Milwaukie, OR 97222

RE: 12th Street Couplet Project - Traffic Island Maintenance

Dear Mr. Hardt:

This responds to your December 5, 1984, letter concerning maintenance of the traffic island area to be created by construction of the 12th Street Couplet project. The City of Hood River will assume full responsibility for maintenance and upkeep of the area at no cost to the Highway Division for as long as the area exists as open space/park.

Sincerely,

Peter R. Harris

Peter R. Harris
City Administrator

PRH:an

**STATE OF OREGON**

# INTEROFFICE MEMO

TO: Ed Hardt
Metro Region Engineer

DATE: December 7, 1984

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: May Street-Nix Drive Section
Hood River Highway

OM MAE AE PPM CE
TOS RECEIVED ME
TAS DEC 10 1984 PDM
CSA Metro Region TAM
RAS PA EM BUD LM

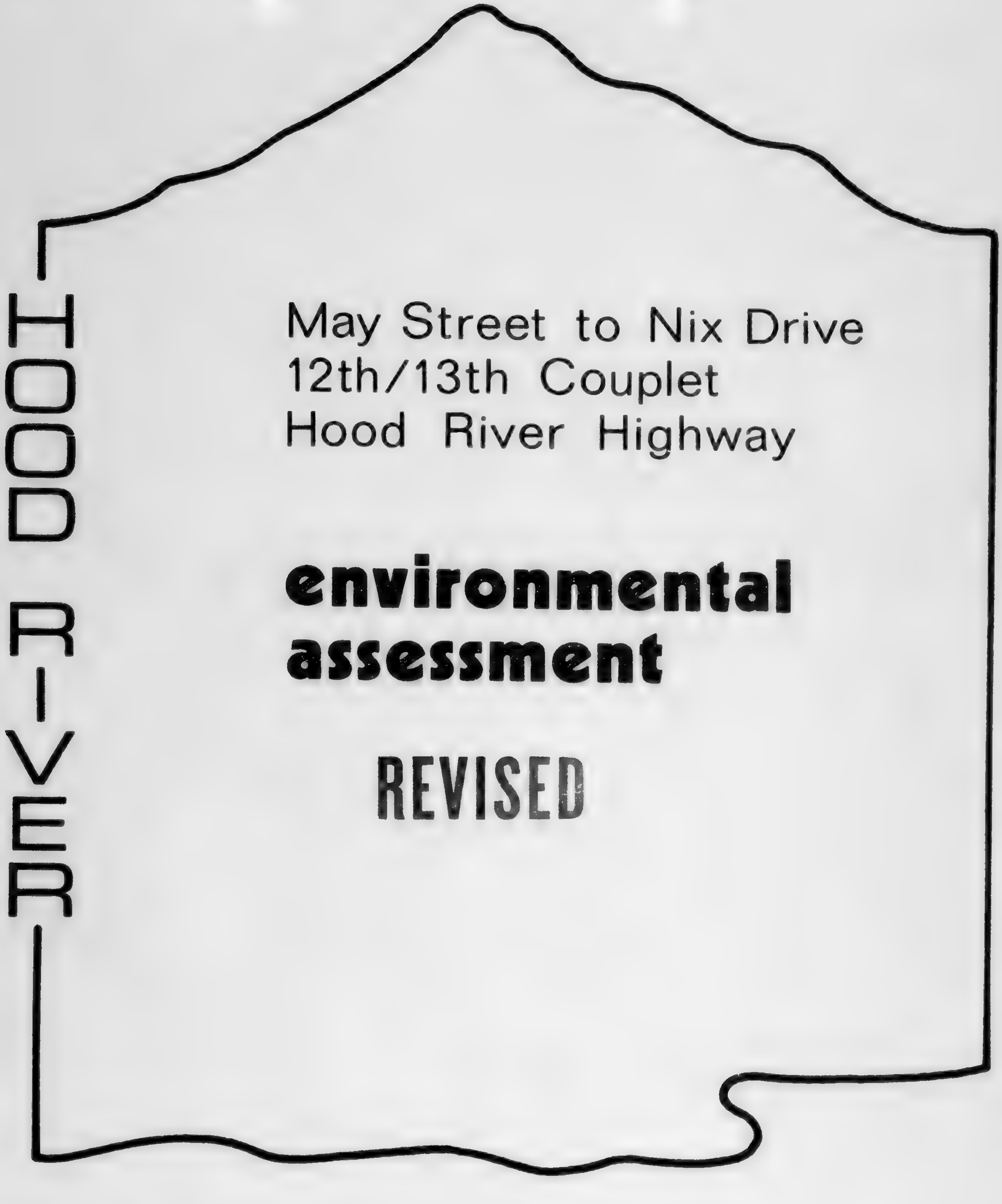
I have discussed the acquisition of additional right-of-way for this project with the Federal Highway Administration. John Wichman of the FHWA agrees that we should acquire the additional right-of-way and it will be eligible for federal funding.

If you prefer not to maintain the additional right-of-way it would be appropriate to make an agreement with the City of Hood River for future maintenance.

The additional right-of-way is being described and we will proceed with acquisition unless you advise us to the contrary.

RH:jh

cc: John Wichman



# May Street to Nix Drive
# 12th/13th Couplet
# Hood River Highway

# environmental assessment

## REVISED

federal highway administration
oregon department of transportation

## FEDERAL HIGHWAY ADMINISTRATION
## FINDING OF NO SIGNIFICANT IMPACT

for

Oregon Project F-43(1)
May Street to Nix Drive
Hood River Highway
Hood River County

The FHWA has determined that this project will not have a significant impact on the human environment. This finding is based on the attached environmental assessment which has been independently reviewed by the FHWA and found to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

9/21/84
Date

Robert B Hathaway
Robert B. Hathaway
Asst Division Administrator
Oregon Division
Salem, Oregon

# FOREWORD

The following Environmental Assessment was distributed to appropriate Federal and State agencies, as well as to Staff and elected officials for both the City of Hood River and Hood River County.

One agency comment (attached) was received from the State Parks Division regarding the project's potential impact to Jackson Park. As noted on page 16 of the Environmental Assessment, the project would expose the park to slightly higher traffic noise levels; however, the children's play area is the only formalized activity and it is approximately 50 feet away from the roadway. The small noise increase would not significantly affect this type of activity. Although the couplet is expected to result in a 7000 vehicles per day increase by the year 2003, the total expected traffic volume of 10,000 vehicles per day is a moderate volume for an urban setting and should not result in a significant adverse effect to park access.

The availability of this document and the offer of a public hearing was announced in the "Hood River News" in the form of two legal notices published on July 3, 1984 and July 11, 1984. A Page One article on the proposed project also appeared in the "Hood River News" on July 3, 1984. No request for a public hearing, nor any public comments on the Environmental Assessment were received.

The City of Hood River and Hood River County support the Build Alternative as described in the Environmental Assessment, and no significant adverse impacts related to the proposed project have been identified. The Build Alternative has, therefore, been selected for construction.

**U. S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

F-43(1)

# MAY STREET TO NIX DRIVE
# 12th/13th COUPLET
# HOOD RIVER HIGHWAY
# HOOD RIVER COUNTY

## ENVIRONMENTAL ASSESSMENT

Submitted pursuant to 42 USC 4332(2)(c)

U.S. Department of Transportation
Federal Highway Administration
and
Oregon Department of Transportation

5-24-84
Approval Date

E S Hunter
Assistant State Highway Engineer

6/4/84
Approval Date

Robert B Hathaway
Federal Highway Administration Official

The following persons may be contacted for further information:

Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street, N.E.
Salem, OR 97301
(503) 399-5749

Campell M. Gilmour
Manager, Environmental Section
Oregon State Highway Division
324 Capitol Street, N.E.
Salem, OR 97310
(503) 378-8486

# May Street to Nix Drive
# 12th/13th Couplet
# Hood River Highway
# City of Hood River
# Hood River County

## Environmental Assessment

Federal Highway Administration
and
Oregon Department of Transportation

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    Purpose and Need .......... 1
    Project Background .......... 1
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# PROJECT DESCRIPTION

## Location and Situation

The project is located in the City of Hood River, within Hood River County, Oregon (Figures 1 & 2). The project affects State Highway 281 which serves as both a local urban arterial (12th Street) as well as one of two major routes connecting the City and the Columbia River Highway (I-84) with Hood River Valley, the Mt. Hood Recreational Area and points south. Strip commercial development has occurred along 12th Street, forming a small upland subunit of the City's central business district. This activity is designated for expansion by the City's comprehensive plan.

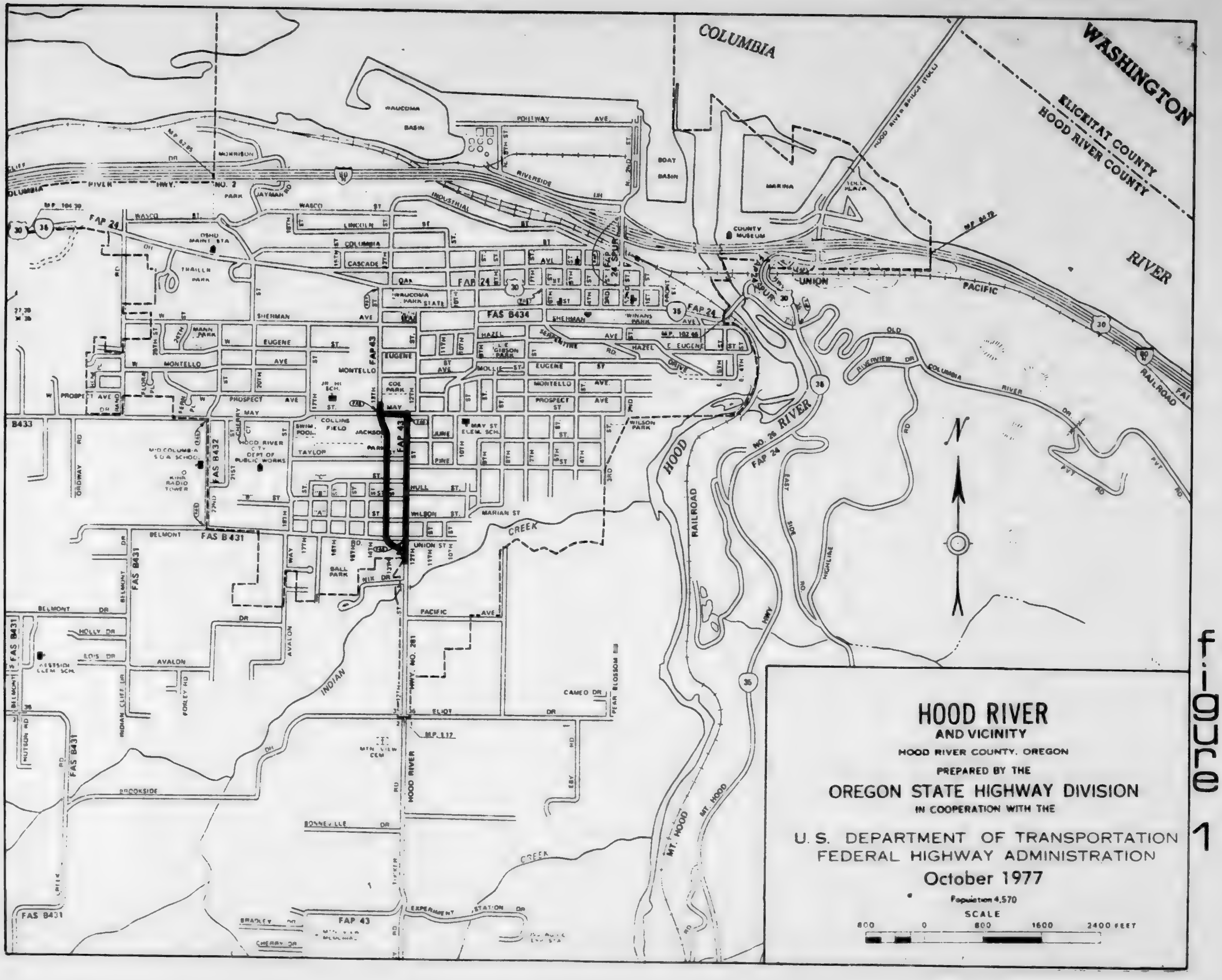
## Purpose and Need

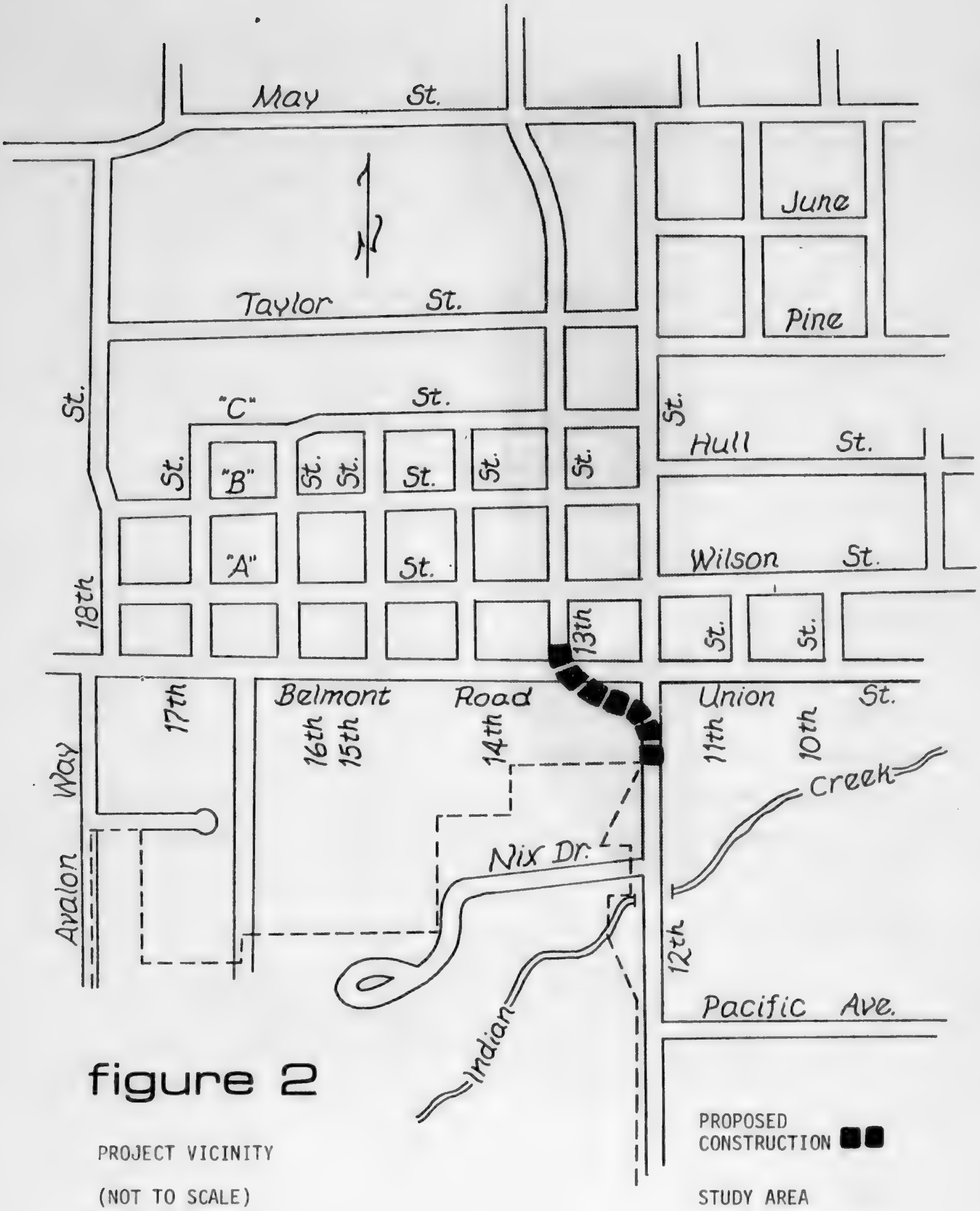
The project section of 12th Street currently experiences heavy congestion during peak hours of use, and access from intersecting streets is difficult and sometimes hazardous as a result. This condition will continue to get worse as growth occurs. The purpose of the project is to relieve this problem by forming a one-way couplet through the congested area.

## Project Background

The project has been under consideration and development for over ten years; however, despite several past attempts by the City and County to obtain Federal Highway Administration (FHWA) funding, the project was not able to successfully compete with other State projects in terms of funding priority. As a result, the City and County financed, engineered, and constructed the improvement of 13th Street from May Street to Belmont Road in anticipation of the future couplet. This improvement was completed in 1980.

figure 1


HOOD RIVER
AND VICINITY
HOOD RIVER COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
October 1977
Population 4,570
SCALE
800 0 800 1600 2400 FEET
N
WASHINGTON
KLICKITAT COUNTY
HOOD RIVER COUNTY
COLUMBIA
RIVER
HOOD
RIVER
INDIAN
CREEK
PACIFIC
UNION
RAILROAD
WAUCOMA BASIN
BOAT BASIN
MARINA
COUNTY MUSEUM
FAP 24
FAP 43
FAS B431
FAS B432
FAS B434
B433
HOOD RIVER
HWY. NO. 281
COLUMBIA RIVER HWY. NO. 2
EAST SIDE RD.
HIGHLINE
MT. HOOD
EXPERIMENT STATION DR
BELMONT DR
AVALON
BROOKSIDE
ELIOT DR
PACIFIC AVE
MAY ST. ELEM. SCH.
JR. HI. SCH.
COE PARK
BALL PARK
MID-COLUMBIA S.D.A. SCHOOL
HOOD RIVER CTY. DEPT OF PUBLIC WORKS
TRAILER PARK
WILSON PARK
MANN PARK
WAUCOMA PARK
GIBSON PARK
WINANS PARK
MTN VIEW CEM
WESTSIDE ELEM. SCH.



May St.
June
Taylor St.
Pine
"C" St.
Hull St.
"B" St.
St.
St.
St.
St.
St.
St.
"A" St.
Wilson St.
18th St.
13th St.
St.
St.
Belmont Road
Union St.
17th
16th
15th
14th
11th
10th
Way
Avalon
Creek
Nix Dr.
12th
Pacific Ave.
Indian
N
PROPOSED CONSTRUCTION ■■
STUDY AREA

figure 2

PROJECT VICINITY

(NOT TO SCALE)

In early 1983, the City and County again approached the State for federal assistance in constructing the final link to complete the couplet configuration. Through an arrangement whereby the County would pledge that their next two years' Federal Aid Secondary Road allocation would be used for this project, an agreement was reached and FHWA financing was obtained.

As a condition for using federal funds, an environmental evaluation and public involvement process is required. It was concluded that an Environmental Assessment would be needed to determine whether the routing of major traffic volumes on a heretofore residential street would create significant impacts. A public meeting was held at the project site in November, 1983. No environmental concerns were raised by those attending the meeting.

## Alternatives Considered

As stated in the above section, the improvements to 13th Street have already been accomplished through the use of local funding. This improvement included an extension of 13th between Taylor Street and May Street to provide a through connection. All that remains to be constructed for a completed couplet configuration is a southerly extension of 13th Street to connect with 12th Street south of Belmont Road. Four alternatives for this connection were considered. These are depicted in Figure 3, and are described below:

(1) This alternative would have improved the section of Belmont between 12th and 13th Streets. The two 90 degree turn movements required by southbound vehicles were considered to be unacceptable for effective traffic operation, therefore this alternative was rejected from further consideration.

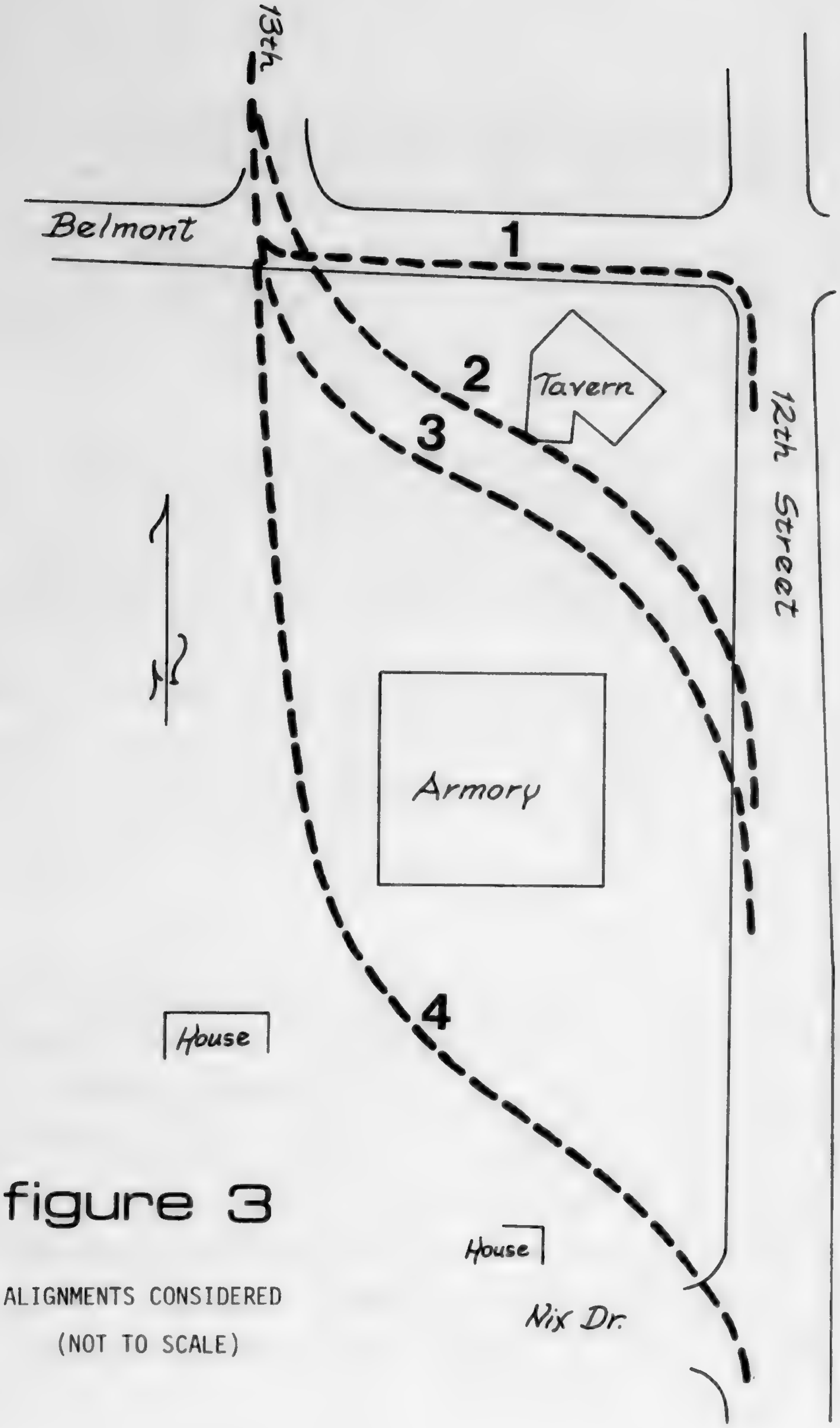

13th
Belmont
1
2
3
4
Tavern
12th Street
Armory
House
House
Nix Dr.
N

figure 3

ALIGNMENTS CONSIDERED

(NOT TO SCALE)

(2) This alternative passed through the Tip Top Tavern building creating an acceptable alignment for the 35 MPH design speed. This alternative has been selected for advancement in this environmental assessment.

(3) This alternative passed between the Tip Top Tavern building and the Armory. The resultant alignment was considered substandard for the established 35 MPH design speed, and the cost savings of missing the tavern structure were offset by the amount of retaining walls required. For these reasons, this alternative was rejected from further study.

(4) This alternative would have routed the 13th Street connection south of the Armory. Although it was the most costly of the four alternatives considered, it provided no significant benefits over Alternative No. 2. It also would have displaced one house and would have reduced the available parking and circulation area for the Armory. For these reasons, it was dropped from further consideration.

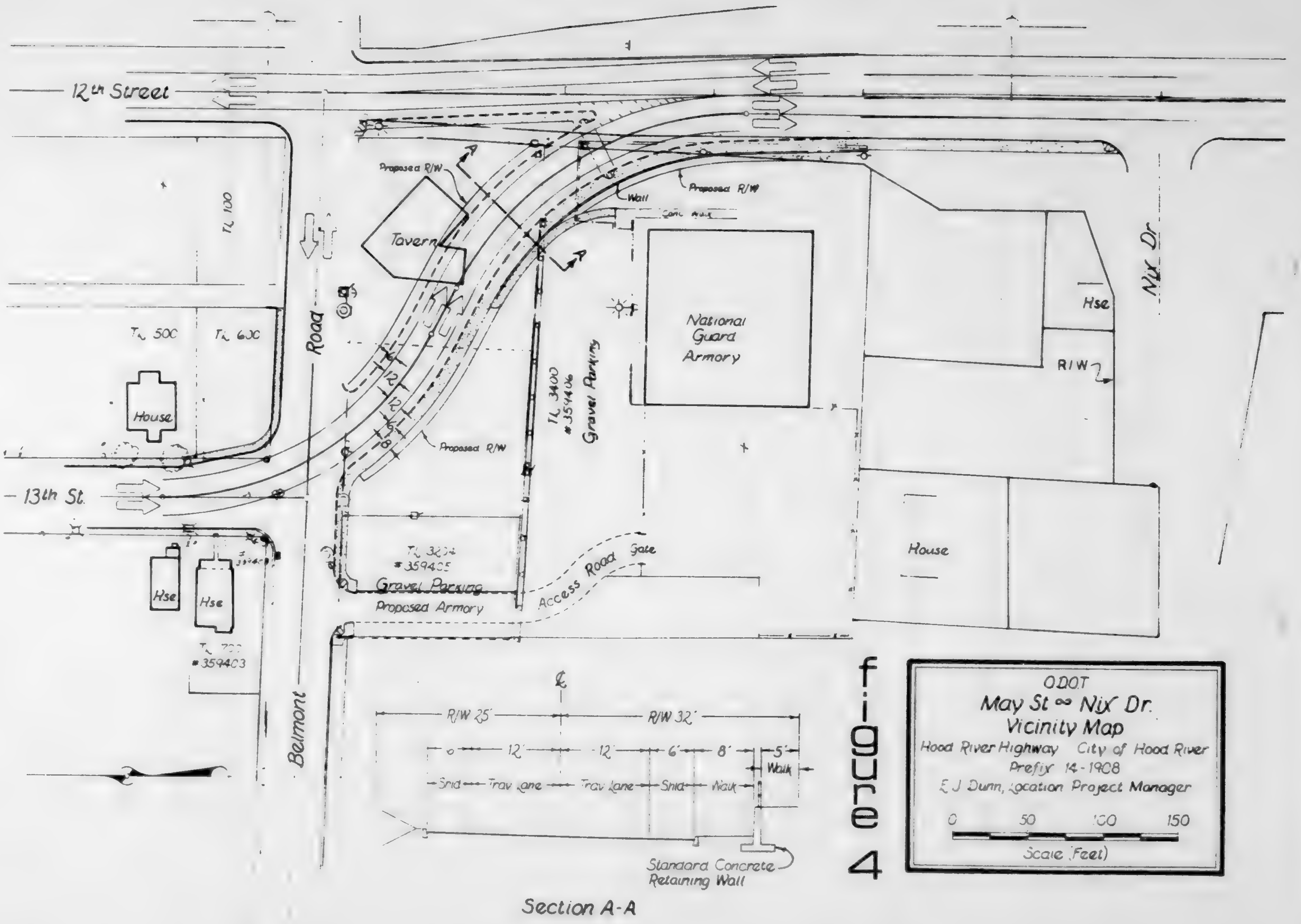
A No-Build Alternative is also advanced for consideration in this assessment. This alternative would maintain the existing roadway conditions and traffic routing. The effective implementation of a couplet would not be likely under this alternative.

## Descripition of Build Alternative

The project would provide a new two-lane connection between the 13th/Belmont intersection and 12th Street (Figure 4). Two 12-foot travel lanes, 6-foot shoulders, and a sidewalk on the south side are proposed. A retaining wall, 6 feet at its highest point, would be required adjacent to the Armory, and the present driveway to the Armory would be relocated to a new access off of Belmont. A sidewalk on the west side of 12th, between Belmont and the couplet connection would also be provided.

Signing, striping, and a signal revision at 12th and May are necessary to implement the couplet design.

The total estimated cost of the project, including right-of-way, would be $424,000.



12th Street
13th St.
Road
Belmont
Nix Dr
Tavern
Proposed R/W
Proposed R/W
Proposed R/W
Wall
Conc. Walk
National Guard Armory
TL 3400 #354406 Gravel Parking
TL 3204 #359405
Gravel Parking
Proposed Armory
Access Road
Gate
TL 100
TL 500
TL 600
TL 700 #359403
House
House
Hse
Hse
Hse
R/W
A
A
12
12
6
8
R/W 25'
R/W 32'
12'
12'
6'
8'
5'
Walk
Shld
Trav Lane
Trav Lane
Shld
Walk
Standard Concrete Retaining Wall
Section A-A
ODOT
May St to Nix Dr.
Vicinity Map
Hood River Highway City of Hood River
Prefix 14-1908
E J Dunn, Location Project Manager
0
50
100
150
Scale (Feet)

figure 4

## AFFECTED ENVIRONMENT

"In transition" would best characterize the project area, particularly in respect to the predominantly residential use along 13th Street between Taylor Street and Belmont Road. Historically, commercial activity has been limited to 12th Street; however, long-term anticipation of a couplet has led to interest in commercially developing 13th Street as well. This is evidenced by the high percentage (approximately 90 percent) of homes fronting 13th which are currently renter occupied, and the fact that approximately one-third have been acquired for future commercial development. This change is supported by the City's comprehensive plan which designates land along the project section of 13th Street as "General Commercial" (Figure 5). This plan has been acknowleged by the State Land Conservation and Development Commission.

A variety of businesses occur along the proposed couplet section of 12th Street. Some have become well established while others have met with less success as indicated by vacancies or their outward appearance. Among the existing commercial activities along 12th are automobile sales, gas stations, small retail and service stores, small offices, a delicatessen, a barber shop, a bank, a tavern, a pharmacy, a reality, a Telephone Company office, a laundromat, and a bakery.

Other notable establishments in the immediate project area are: a National Guard Armory along 12th Street, just south of Belmont Road; Hood River Hospital on May Street, between 12th and 13th Streets; and Jackson Park, a community park at 13th and May (Figure 5).

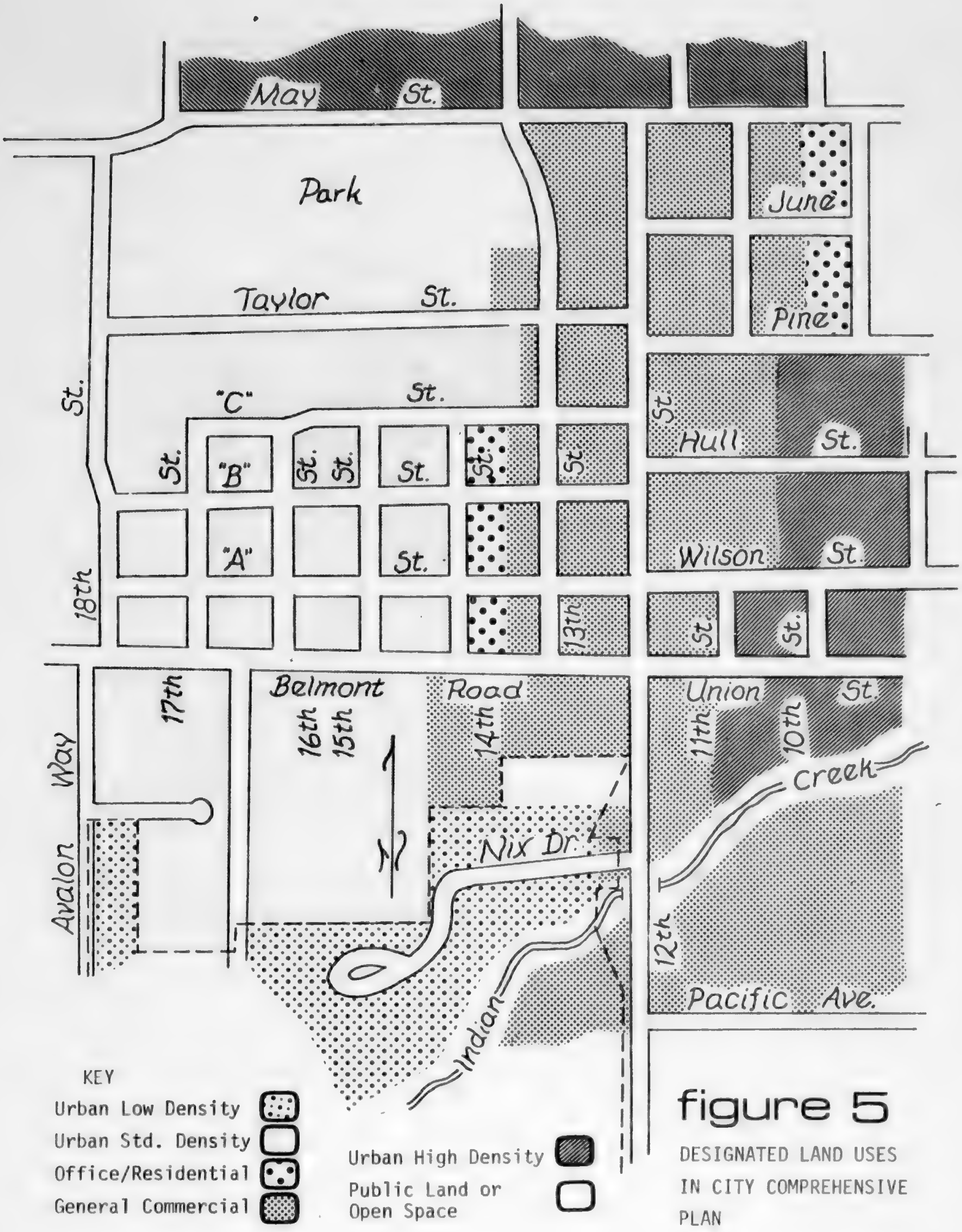

May St.
Park
Taylor St.
"C" St.
St.
"B" St.
St.
"A" St.
18th St.
17th
Belmont Road
16th
15th
14th
13th St
12th St
11th St.
10th St.
Union St.
Hull St.
Wilson St.
June
Pine
Creek
Indian
Nix Dr.
Avalon Way
Pacific Ave.
KEY
Urban Low Density
Urban Std. Density
Office/Residential
General Commercial
Urban High Density
Public Land or Open Space

figure 5

DESIGNATED LAND USES IN CITY COMPREHENSIVE PLAN

Indian Creek crosses 12th Street by box culvert just south of Nix Drive. Storm drainage from part of the project area currently flows into this creek.

Hood River is located in the Oregon Department of Environmental Quality's Central Region. This region is considered a clean air area which allows for moderate degradation of the air quaility. This area is designated as in attainment of the National Ambient Air Quality Standards.

# ENVIRONMENTAL CONSEQUENCES

## Introduction

The following section will describe the impacts and mitigation measures for both the Build and No-Build condition. Under the No-Build condition, it is assumed that a couplet would not be implemented and most through-traffic would remain on 12th Street.

Only those topical areas where project effects may occur will be discussed. Other areas such as natural habitat, geology, aesthetic resources, or water quality are not considered to be issues significantly related to this project; therefore, no further treatment of these topics will occur in this document.

## Transportation

### Traffic Projections and Operation

Figure 6 illustrates projected traffic volumes for the year 2003 under the Build and No-Build conditions, and Figure 7 shows the existing traffic volumes. From these figures it is evident that although a 50 percent increase in traffic will occur in the project area over the next 20 years, the project is not a cause for this growth. The overall projected volumes for the area are shown to be the same whether the couplet is implemented or not.

There are, however, differences in the way traffic will be distributed as a result of a couplet configuration. The most notable differences are the large traffic increases on 13th and May Streets under the Build condition.

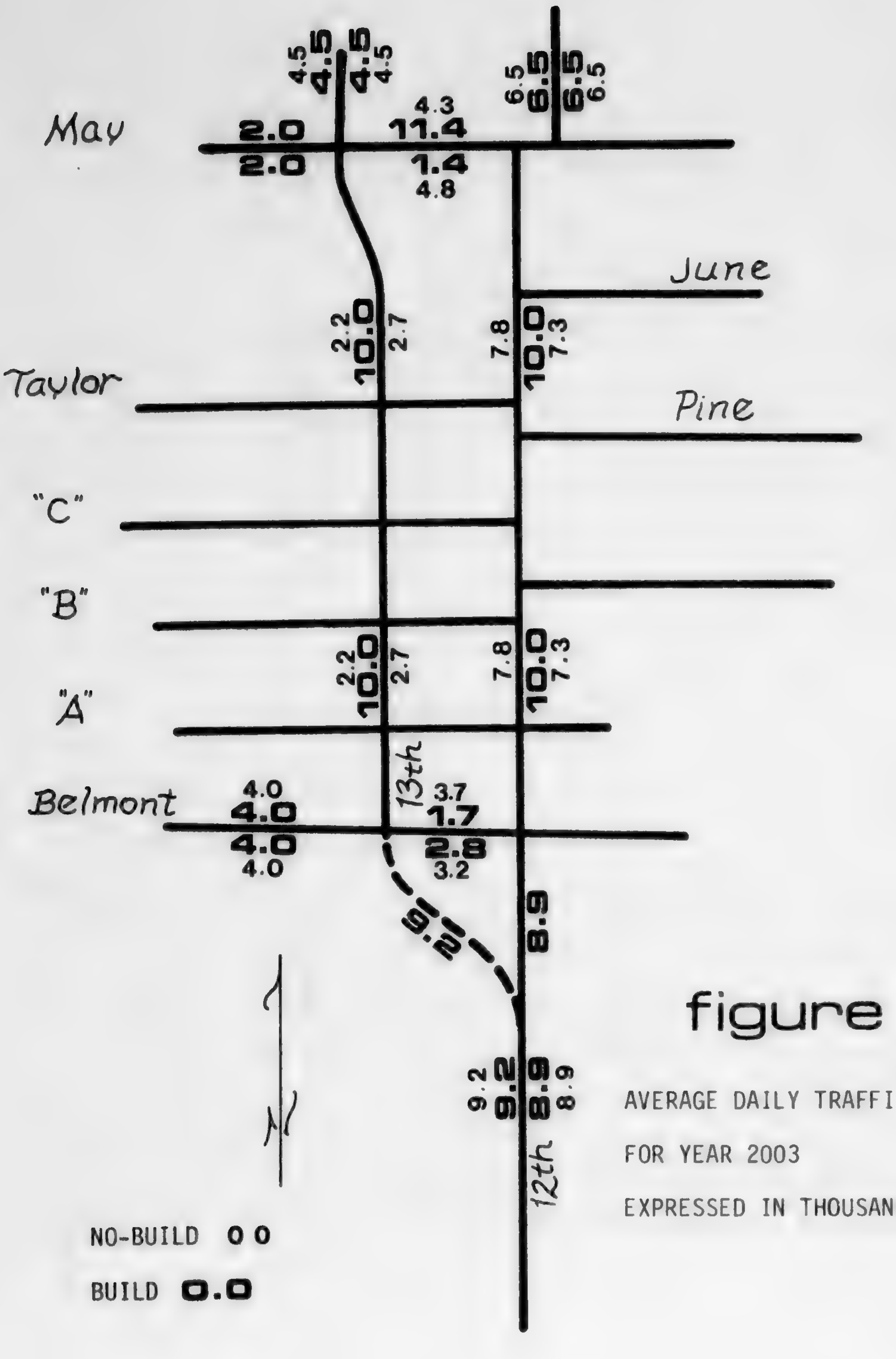

May
4.5
4.5
4.5
4.5
6.5
6.5
6.5
6.5
2.0
2.0
4.3
11.4
1.4
4.8
June
2.2
10.0
2.7
7.8
10.0
7.3
Taylor
Pine
"C"
"B"
2.2
10.0
2.7
7.8
10.0
7.3
"A"
13th
4.0
4.0
3.7
1.7
Belmont
4.0
4.0
2.8
3.2
9.2
8.9
9.2
9.2
8.9
8.9
12th
N
NO-BUILD 0 0
BUILD 0.0

figure 6

AVERAGE DAILY TRAFFIC FORECASTS

FOR YEAR 2003

EXPRESSED IN THOUSANDS

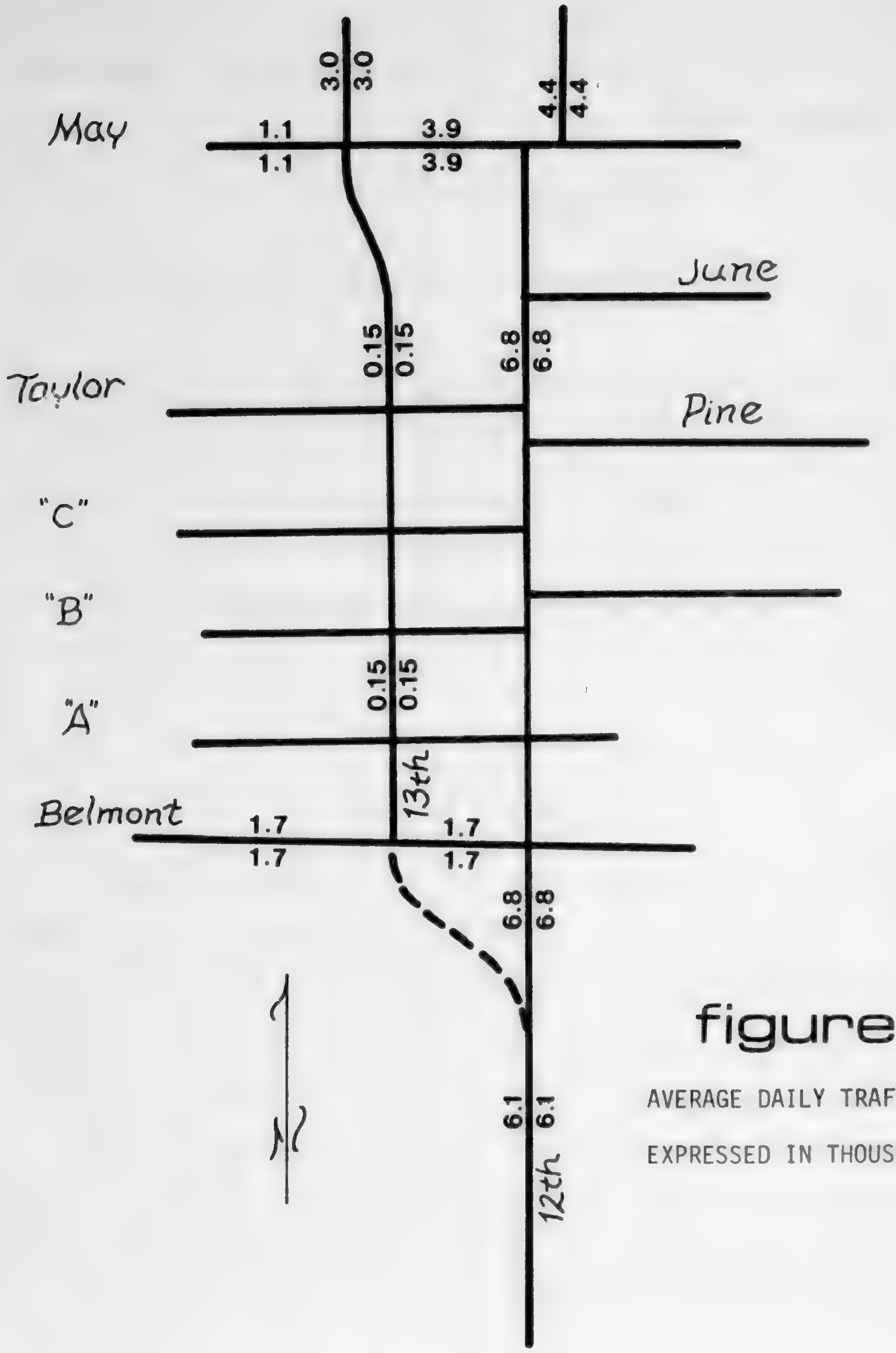

3.0
3.0
4.4
4.4
May
1.1
1.1
3.9
3.9
June
0.15
0.15
6.8
6.8
Taylor
Pine
"C"
"B"
0.15
0.15
"A"
13th
Belmont
1.7
1.7
1.7
1.7
6.8
6.8
N
6.1
6.1
12th

figure 7

AVERAGE DAILY TRAFFIC FOR 1983

EXPRESSED IN THOUSANDS

Under the No-Build condition, the projected increases in traffic on 12th Street would cause the present problems of congestion and access safety to become progressively worse.

## Pedestrian Travel

Sidewalks are provided along both 12th and 13th Streets throughout the couplet area.

One concern that has been raised regarding the Build Alternative is the potential hazard that pedestrians would face in crossing the proposed juncture of 12th and 13th Streets (refer to Figure 4 on page 7). To respond to this concern, the crosswalk would be located at a point where maximum visibility for both the driver and the pedestrian would occur, and street lighting would be provided specifically to illuminate this crossing for further safety.

## Bicycle Use

No bicycle paths or lanes feed into the project area nor are any planned within the project limits. The City's comprehensive plan is noncommital about where designated bicycle improvements should occur. The short extension of 13th Street, south of Belmont, would be constructed with 6-foot shoulders for emergency parking and possible bike use. The remainder of the couplet could have space to accommodate bicycles on the roadway if a City action would remove parking from one side on both 12th and 13th Streets. This action, however, is not a part of the project being advanced in this document nor is it presently under consideration by the City.

## Emergency Access

The couplet is not expected to degrade the present access for emergency vehicles. No out-of-direction travel would be required to access the Hood River Hospital emergency entrance. Fire trucks may have to go around the block to access homes and businesses along 12th and 13th Streets but the blocks are very small and do not constitute a significant delay in emergency response. The reduced congestion resulting from a couplet configuration may, in fact, improve emergency access during peak traffic periods.

## Land Use & Right-of-Way

The project is supportive of planned uses in the area. It would reduce congestion and improve access safety for present and future uses along 12th Street, and would provide traffic exposure and access for planned commercial development along 13th Street.

The existing single family residential uses along 13th street would be exposed to a substantial increase in traffic as a result of the couplet; however, as indicated in the Affected Environment Section, the project has been anticipated for over 10 years and the groundwork for change from residential to commercial uses has already been laid.

The project would require the displacement of the Tip Top Tavern located at the corner of 12th and Belmont (refer to Figure 4 on Page 7). Additional right-of-way would also be required from the Armory, displacing its main driveway access. This driveway would be replaced by a new access off of Belmont Road. The Armory building would not be affected.

Mitigation for right-of-way acquisition is in the form of benefits provided under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. These benefits are discussed in the Oregon Department of Transportation's property acquisition procedure and relocation assistance program described in Appendix A.

Jackson Park has already been impacted by the earlier extension of 13th Street through the park property. It has been determined that this action would not require the preparation of a Section 4(F) Statement because no federal funds were involved in the extension's construction. The completed couplet would expose the park to slightly higher levels of traffic noise. A children's play area is the closest ( 50') formalized activity to the couplet. The small noise increase is not expected to significantly affect this type of park use.

## Socioeconomics

The project would not disproportionally affect members of any known minorities or economically disadvantaged groups.

The neighborhood quality for the 27 residences along the project section of 13th Street has already been affected by the reconstruction of 13th and the anticipation of commercial development. Those residences which would not be replaced by a commercial activity would be in a similar traffic exposure setting as the seemingly well established homes that front 13th north of the project section. Higher noise levels and more difficult driveway access would be experienced.

Initially, a minor loss of business may result from reducing the amount of traffic passing existing commercial establishments on 12th Street.

This impact may be more than offset, however, by the reduction of congested conditions which tend to discourage patronage.

## Air Quality

The conclusions in this section are based on a technical air quality report which is on file with the Oregon Department of Transportation. Details on methodology and data base are contained in this report.

Motor vehicles are a significant source of air pollutants such as carbon monoxide, hydrocarbons, nitrogen oxides, total suspended particulates, and lead.

Two levels of air quality analysis were performed for this project. One examined the predicted differences for the overall project area between a Build condition and the No-Build condition, and the other examined the localized changes that would occur within the project area as a result of implementing the couplet. The results are summarized in the following discussion.[1]

To determine the area wide impacts of building the project, the total emissions for each pollutant were calculated in tons per year. The results of this analysis are shown in Table 1. From Table 1, it is evident that the total emissions of carbon monoxide, hydrocarbons, and nitrogen oxides in 1986, 1993, and 2003 are predicted to be lower than emissions in 1983 for both the Build and No-Build conditions; and, the Build Alternative produces less total emissions of carbon monoxide and hydrocarbons and slightly more nitrogen oxides than the No-Build Alternative.

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[1] The Environmental Protection Agency's computer program Mobile 2 and the Oregon Department of Transportation's computer program TOTAL were used to perform these calculations.

## TABLE 1

May Street - Nix Drive
Hood River Highway
Hood River County

## TOTAL EMISSIONS SUMMARY
## ALL FACILITIES

| PROJECT ALTERNATIVES | STUDY YEAR | CARBON MONOXIDE TONS/YR | CARBON MONOXIDE PERCENT | HYDROCARBONS TONS/YR | HYDROCARBONS PERCENT | NITROGEN OXIDES TONS/YR | NITROGEN OXIDES PERCENT | LEAD TONS/YR | LEAD PERCENT |
|---|---|---|---|---|---|---|---|---|---|
| NO-BUILD ALTERNATIVE | 1983 | 196 | 100 | 17 | 100 | 10 | 100 | 0.011 | 100 |
| | 1986 | 190 | 96 | 15 | 90 | 9 | 88 | 0.011 | 97 |
| | 1993 | 144 | 73 | 9 | 55 | 6 | 66 | 0.007 | 67 |
| | 2003 | 139 | 71 | 7 | 44 | 6 | 63 | 0.007 | 66 |
| BUILD ALTERNATIVE | 1983 | 196 | 100 | 17 | 100 | 10 | 100 | 0.011 | 100 |
| | 1986 | 174 | 88 | 14 | 83 | 9 | 91 | 0.011 | 103 |
| | 1993 | 129 | 65 | 8 | 49 | 7 | 72 | 0.008 | 76 |
| | 2003 | 116 | 59 | 6 | 36 | 7 | 73 | 0.009 | 85 |

Percent shows each pollutant relative to the No-Build Alternative in 1983.

Table 1 shows that emissions of lead are predicted to increase in 1986 for the Build Alternative but by 2003 total lead emissions are predicted to decrease to below 1983 levels. The Build Alternative produces slightly more total emissions of lead than the No-Build.

Although ozone is not directly emitted by motor vehicles, it is produced in the atmosphere by sunlight reacting with hydrocarbons and nitrogen oxides. The predicted reduction of both of these pollutant emissions should produce a similar reduction in ozone.

The emissions of total suspended particulates (TSP) from motor vehicles are directly related to vehicle miles traveled (VMT) in the project area. Table 2 lists the VMT during 1983, 1986, 1993, and 2003 for both alternatives. As shown, the future VMT would increase for both alternatives; therefore, the TSP emissions are also expected to increase. A slightly higher increase is expected for the Build Alternative as compared to the No-Build.

To determine the more localized changes in air quality that would occur as a result of a change in the traffic pattern, the air pollution dispersion model Caline 3 was used to predict carbon monoxide concentrations along each of the affected streets. The results are shown in Tables 3 and 4. Carbon monoxide concentrations along 13th Street are predicted to increase upon completion of the project. This is primarily due to the diversion of traffic onto 13th Street. As shown in Tables 3 and 4, the carbon monoxide concentrations for the Build Alternative are predicted to be 0-2 mg/m3 higher than those predicted for the No-build Alternative. The highest predicted 1-hour concentration is 2 mg/m3. The highest predicted 8-hour concentration is 2 mg/m3. All predicted carbon monoxide concentrations are below the National Ambient Air Quailty Standards.

## TABLE 2

## MAY STREET - NIX DRIVE
## HOOD RIVER HIGHWAY

## TOTAL AREA TRAVEL SUMMARY

ANNUAL MILLION VEHICLE MILES OF TRAVEL FOR EACH ALTERNATIVE SHOWN BELOW

| YEAR | NO-BUILD ALT. | BUILD ALT. |
|---|---|---|
| 1983 | 2.38 | 2.38 |
| 1986 | 2.55 | 2.56 |
| 1993 | 2.91 | 2.99 |
| 2003 | 3.43 | 3.58 |

## TABLE 3

May Street - Nix Drive
Hood River Highway
Hood River County

## CARBON MONOXIDE CONCENTRATIONS: PEAK HOUR TRAFFIC

| Road Section | Year | No-Build Alternative | Build Alternative |
|---|---|---|---|
| 12th Street: May-Belmont | 1983 | 7 mg/m3 | 7 mg/m3 |
| | 1986 | 6 mg/m3 | 2 mg/m3 |
| | 1993 | 4 mg/m3 | 2 mg/m3 |
| | 2003 | 4 mg/m3 | 2 mg/m3 |
| 13th Street: May-Belmont | 1983 | 0 mg/m3 | 0 mg/m3 |
| | 1986 | 0 mg/m3 | 2 mg/m3 |
| | 1993 | 1 mg/m3 | 2 mg/m3 |
| | 2003 | 1 mg/m3 | 2 mg/m3 |

NOTE: Maximum 1-Hour Carbon Monoxide Concentration is 40 mg/m3.

Assumptions:
- 50 feet from Road Centerline
- Stability Class D
- Worst Case Wind Direction
- Wind Speed = 1 m/s
- Background CO Concentration = 0 mg/m3. No Monitored Data of Background CO Concentrations was Available.

## TABLE 4

### May Street - Nix Drive
### Hood River Highway
### Hood River County

### CARBON MONOXIDE CONCENTRATIONS: AVERAGE PEAK 8-HOUR TRAFFIC

| Road Section | Year | No-Build Alternative | Build Alternative |
|---|---|---|---|
| 12th Street: May-Belmont | 1983 | 5 mg/m3 | 5 mg/m3 |
| | 1986 | 5 mg/m3 | 2 mg/m3 |
| | 1993 | 3 mg/m3 | 2 mg/m3 |
| | 2003 | 3 mg/m3 | 1 mg/m3 |
| 13th Street: May-Belmont | 1983 | 0 mg/m3 | 0 mg/m3 |
| | 1986 | 0 mg/m3 | 2 mg/m3 |
| | 1993 | 0 mg/m3 | 2 mg/m3 |
| | 2003 | 1 mg/m3 | 1 mg/m3 |

NOTE: Maximum 8-Hour Carbon Monoxide Concentration is 10 mg/m3.

Assumptions: 50 feet from Road Centerline
Stability Class D
Worst Case Wind Direction
Wind Speed = 1 m/s
Background CO Concentration = 0 mg/m3. No Monitored Data of Background CO Concentrations was Available.

In summary, the project would have little effect on the overall air quality of the area, and only a minor effect in altering the local concentrations on 12th and 13th Streets. At no time are the National Ambient Air Quality Standards exceeded as a result of implementing the couplet configuration; therefore, the Build Alternative is consistent with the State Air Quality Implementation plan.

## Traffic Noise

Present and future noise levels were predicted for receptors within 50 feet of the roadway centerline along the project sections of 12th Street, 13th Street, May Street, and Belmont Road. The results are displayed in Table 5 along with the traffic data assumptions used to perform this analysis.

Based on projected traffic conditions for the year 2003, the project would result in a 1-3 dBA increase in noise levels on 12th and 13th Streets when compared to the No-Build condition for the same year. The increase on 13th is due to the routing of through traffic onto that street, and the increase on 12th is due to the increased travel speeds resulting from reduced congestion. Belmont Road would experience reduced traffic volumes as a result of the couplet and, therefore, reduced noise levels as well. A slight decrease in noise levels on May Street would also occur as a result of reduced truck volumes.

No receptor is predicted to exceed federal noise abatement criteria. For this reason, no noise mitigation measures are proposed.

The following construction noise abatement measures would be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the Project Manager.

### Table 5
### May Street-Nix Drive
### Hood River Highway
### Hood River County
### TRAFFIC DATA AND PREDICTED NOISE LEVELS FOR 2003

| | | PEAK HOUR | | | | | PEAK TRUCK HOUR | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Section | Year | Autos | Medium Trucks | Heavy Trucks | Speed (mph) | Noise Level* (Leq dBA) | Autos | Medium Trucks | Heavy Trucks | Speed (mph) | Noise Level (Leq dBA) |
| 12th St. | 1983 (Existing) | 1260 | 5 | 9 | 19 | 60 | 1000 | 27 | 3 | 21 | 60 |
| (May St. to | 2003 (No-Build) | 1400 | 7 | 11 | 13 | 57 | 1050 | 30 | 3 | 16 | 57 |
| Belmont Rd.) | 2003 (Build) | 940 | 5 | 7 | 22 | 60 | 770 | 21 | 3 | 24 | 60 |
| 12th St. | 1983 (Existing) | 1100 | 7 | 7 | 22 | 61 | 880 | 27 | 3 | 24 | 61 |
| (Belmont Rd. | 2003 (No-Build) | 1630 | 10 | 9 | 15 | 58 | 1310 | 41 | 5 | 16 | 59 |
| 13th St.) | 2003 (Build) | 800 | 5 | 4 | 24 | 60 | 640 | 20 | 2 | 25 | 60 |
| 13th St. | 1983 (Existing) | 243 | 3 | 0 | 25 | 54 | 243 | 3 | 0 | 25 | 54 |
| (May St. to | 2003 (No-Build) | 500 | 3 | 3 | 25 | 58 | 350 | 12 | 2 | 25 | 58 |
| Belmont Rd.) | 2003 (Build) | 960 | 5 | 8 | 22 | 61 | 730 | 21 | 3 | 24 | 60 |
| 13th St. | 1983 (Existing) | - | - | - | - | - | - | - | - | - | - |
| (Belmont Rd. | 2003 (No-Build) | - | - | - | - | - | - | - | - | - | - |
| 12th St.) | 2003 (Build) | 960 | 5 | 8 | 22 | 61 | 730 | 21 | 3 | 24 | 60 |
| May St. | 1983 (Existing) | 780 | 4 | 6 | 24 | 60 | 580 | 16 | 2 | 25 | 59 |
| (12th St. to | 2003 (No-Build) | 920 | 6 | 8 | 20 | 60 | 660 | 20 | 3 | 25 | 60 |
| 13th St.) | 2003 (Build) | 1180 | 4 | 5 | 19 | 59 | 980 | 17 | 2 | 22 | 60 |
| Belmont Rd. | 1983 (Existing) | 320 | 2 | 2 | 20 | 54 | 260 | 3 | 2 | 20 | 54 |
| (12th St. to | 2003 (No-Build) | 700 | 4 | 5 | 15 | 55 | 500 | 13 | 6 | 20 | 58 |
| 13th St.) | 2003 (Build) | 420 | 2 | 3 | 15 | 53 | 340 | 4 | 1 | 15 | 51 |

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* 50 feet from road centerline

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the Project Manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

## Cultural Resources

This section identifies the archeological and historic resources in the project study area and assesses the consequences of the project on these resources. Emphasis is placed on those sites and structures which are listed in, nominated to, or considered eligible for the *National Register of Historic Places*.

The *National Register of Historic Places* is the official list of the nation's cultural resources worthy of preservation. It is maintained by the U.S. Department of the Interior, under authority of the National Historic Preservation Act of 1966. The National Register contains sites, structures, buildings, objects, and districts significant in history, archeology, architecture, and culture. The list includes properties of national, state, and local importance.

The proposed project would have no effect on Historic properties considered eligible for the National Register.

## Historic Resources

The project affected area is located west of the downtown commercial core of Hood River and west of the original residential district in an area that is referred to as "the Heights." This area was developed around the turn of the century after the flat and easily developed land was taken. This part of town is elevated from the main part of town and was called Stranahans Addition. Twelfth Street was a logical place for a commercial district to develop because Turner Road, which is now called 12th Street north of Eliot Drive, was the main market road connecting the valley and its produce to shipping centers.

Two inventories and one survey of historic sites in the Hood River area have been conducted. They include: the Statewide Inventory of Historic Sites and Buildings (1976), the Columbia River Highway Inventory of Historic Sites (1981), and the Hood River Cultural Resource Survey (1981). The statewide survey lists 36 sites and buildings in Hood River County, 19 of which are within the city limits of Hood River. None are in the project area. The Columbia River Highway Inventory lists 14 sites or buildings, 5 of which are in the City of Hood River. None are in the project area. The cultural resource survey of the background report for the Hood River Comprehensive Plan lists 19 buildings which were included in the statewide survey plus eight additional buildings identified by the Hood River County Museum Board. None are in the project area.

The National Register (as of December 1983) lists one building in Hood River, the Waucoma Hotel, and five buildings in Hood River County. The closest of these is the Columbia Gorge Hotel which is just west of the City of Hood River. One Historic District goes through the north portion of Hood River, outside the project area. It is called the Troutdale, Cascade Locks, Hood River and Mosier Columbia River Highway. Within the project area, 12th Street has some surviving vintage buildings from its early development, but all have been altered to such a degree that they would not qualify for the National Register. Most of the older houses along 13th Street are vernacular working man's cottages and date from about 1880-1940. Most have been altered and are not in good condition and would not qualify for the National Register. There are three houses along 13th that might qualify as candidates for the National Register. They are: A) A 1905 Craftsman Bungalow located on the southwest corner of "B" Street and 13th; B) A 1905 two story Italianate located mid-block between "A" and "B" Streets on the east side of 13th; and C) A 1900 one story Italianate located on the southeast corner of "C" Street and 13th. The proposed project, however, would have no effect on their eligibility.

## Archeological Resources

The proposed project is located in an urban area which is extensively developed and where much ground disturbance has already taken place. The possibilities of finding archeological materials within their strata of deposition is, therefore, very remote. Consequently, an archeological reconnaissance survey will not be conducted prior to construction.

In the event that archeological resources not previously identified are discovered during the construction of the project, appropriate mitigation measures will be followed to insure their identification, evaluation, and disposition. Section 105.13 of the Standard Specifications for Highway Construction (Oregon State Highway Division, 1974) requires the contractor to cease work immediately at the site of a discovery and to avoid further damages to the resources at the site. Highway personnel will be notified, who in turn will contact the Federal Highway Administration (FHWA), the State Historic Preservation Office (SHPO), and the Oregon State Museum of Anthropology, Eugene, Oregon.

## Record of Coordination

Appropriate coordination with the State Historic Preservation Office was made on this project. The results of the historic properties field survey were submitted to the SHPO. The SHPO concurred with the determination that no National Register eligible historic properties would be affected by the proposed project.

## Utilities

The following utilities are affected by the project:

A) The City of Hood River has two sanitary sewer manholes that would require adjustment.

B) Northwest Natural Gas Co. has a 2-inch gas main that may be affected.

C) United Telephone of the Northwest has four poles that would need relocation, and approximately 100 feet of underground line that may need moving.

D) Pacific Power & Light jointly uses two of the four poles that were identified for relocation under United Telephone.

E) Warner Cable T.V. will need to coordinate their relocation with United Telephone and PP&L.

# APPENDICES

# ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the
Department of Transportation
land acquisition program

OREGON
DEPARTMENT
OF
TRANSPORTATION

When expanding or improving highway facilities in Oregon, the Department of Transportation has the task of acquiring rights-of-way. It is the aim and desire of the Department to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Department of Transportation thus has a dual responsibility – recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

## PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Department of Transportation personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

## APPRAISAL PROCEDURE

Department of Transportation appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Department of Transportation Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

## THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading", he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

## MARKET VALUE

Before the initiation of negotiations for real property, the Department of Transportation will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the Department of Transportation.

## MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property, however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

## PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assessments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

## POSSESSION

At the time negotiations begin with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Department of Transportation to acquire the property and give the requirements for relocation benefits.

No person lawfully occupying real property shall be required to move from his home, farm or business without at least 90 days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

The Department is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

## EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Department of Transportation, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Department is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

## RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the Oregon Department of Transportation maintains fully staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Milwaukie 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

## QUESTIONS AND ANSWERS

### ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

### PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the Department of Transportation prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations, and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

### CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

   The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to meet these standards is not economically sound. In addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity, location, width of rights-of-way, access control, and schedule of construction for new State highways and public projects?

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

### VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Department of Transportation who is qualified by education, training, and experience to make property appraisals.

   A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Department will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

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# MOVING BECAUSE OF THE HIGHWAY OR PUBLIC PROJECTS?

A DESCRIPTION OF THE
OREGON DEPARTMENT OF TRANSPORTATION'S
RELOCATION ASSISTANCE
PROGRAM

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transportation property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

**OREGON DEPARTMENT OF TRANSPORTATION**

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Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

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## RELOCATION SERVICES

The Department of Transportation maintains fully-staffed regional right of way offices in the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLougin Blvd.
Portland 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right of way agent is available to aid displaced persons to the fullest extent. Right of way agents do not expect and will not accept any fee for any service rendered.

## ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

## GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

## INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill and the Department of Transportation will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

## RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm]
$120 [2 rm]
$180 [3 rm]
$240 [4 rm]
$300 [5 rm]
Five or more rooms – $300

Furnished
[Relocatee does not own furniture]

$20 per room up to a maximum of $300

## MOBILE HOME MOVING SCHEDULE

[Based upon total floor area]

| Amount of Payment | Square Foot Area |
|---|---|
| $100 | Up to 200 sq. ft. |
| $200 | 201 sq. ft. – 600 sq. ft. |
| $300 | More than 600 sq. ft. |

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

## BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

## STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the Department of Transportation and may not exceed twelve months.

## REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the Department of Transportation.

Claims for housing additives and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transportation personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

## POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice.

The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

## APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Department of Transportation has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

## RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

Rev. 5-78

## 1970 RELOCATION ACT – MONETARY BENEFITS

| RESIDENTIAL | | | | BUSINESS & FARM | |
|---|---|---|---|---|---|
| Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel. | | Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel. | | Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel. | |
| **Housing Additive** | **$15,000 maximum** | **Rent Supplement** | **$4,000 maximum** | **Actual reasonable moving costs** | **Actual** |
| **Including** | | **Or** | | **Or** | |
| **Costs incidental to purchase of replacement dwelling** | | **Down payment benefit and costs incidental to purchase of replacement dwelling** | **$4,000 maximum** | **Negotiated moving cost payment not to exceed lower of two estimates secured by agency** | **No more than low estimate** |
| **And Including** | | **Plus** | | **Plus** | |
| **Increased interest cost on replacement dwelling** | | **Actual reasonable moving costs** | **Actual** | **Tangible personal property loss due to relocation** | **Actual value or estimated cost to move, whichever is lower** |
| **or** | | **Or** | | **Plus** | |
| **Rent Supplement** | **$4,000 maximum** | **Moving costs based upon schedule** | **$500 maximum** | **Reasonable cost of search for new site** | **$500 maximum<br>$100 maximum for sign companies** |
| **Plus** | | **Or** | | **Plus** | |
| **Actual reasonable moving costs** | **Actual** | **Storage of personal property up to twelve months, if necessary** | **Actual** | **Storage of personal property up to twelve months, when necessary** | **Actual** |
| **Or** | | | | **Or** | |
| **Moving costs based upon schedule** | **$500 maximum** | | | **Payment "in lieu" of all other benefits–requires approval of agency** | **Average of net earnings for two years prior to year of relocation<br>$2,500 minimum<br>$10,000 maximum** |
| **Or** | | | | | |
| **Storage of personal property up to twelve months, when necessary** | **Actual** | | | | |

**81-734-3772**

10,091

[illegible]
Hood River

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-43(2)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30166

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
| 10/29/84 | Primary 43 | Secondary 281 |

10. GENERAL LOCATION:

May Street - Nix Drive (Hood River) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 10/19/84 the relocation plan approved by OSHD 10/12/84 is approved.

Also, as requested, you are authorized to proceed with all phases of Right-of-Way acquistition for files 51884A and 51884B as shown on R/W map 1R-4-754 at a TEC of $234,000; Federal Funds $206,271.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY E
NOV 2 '84
REFER TO
Potter
Info Inves R/O

Orig to
11/2

14. DATE
10/30/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,091

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: October 19, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30166
Project No. F-43(2)
May St.-Nix Dr. (Hood River)
Right-of-Way
Hood River County

Enclosed is data consisting of PR-1 forms, a print of right-of-way map IR-4-754, and a relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of right-of-way all phases including relocation assistance at an estimated total cost of $234,000 with an obligation of $206,271 in federal funds.

The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available or provided for each displaced family who are initial occupants, or adequate replacement dwellings will be available or provided for displaced individuals or families who are subsequent occupants, for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided from the Metro Region, Right of Way Office in Milwaukie.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of displaced persons as provided in FHPM 7-5-1.

RDS:bkb
Attachments
cc: J.B. Boyd
Don Aman
— General Files

Form 734-3122

PRO 6

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** Gary Potter, Manager
Program Section

**DATE:** October 15, 1984

Donald Aman

**FROM:** Don Aman
Condemnation/Federal-Aid Coordinator

**SUBJECT:** May St.-Nix Dr. (12th/13th Couplet,
Hood R.) Section
Hood River Highway
Hood River County
Project #F-43(1)

We have received two files on the above FAS project that is scheduled for a 4 qtr. '85 letting. The acquisition of this right-of-way is estimated at $234,000 which includes $14,000 for a relocation and moving allowance. A relocation plan is attached.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration, forward the relocation plan for their approval and provide us with a prefix.

The above estimate covers files 51884 A & B as shown on map 1R-4-754.

DA:jh
attach.

PROGRAM SECTION
MANAGER ---- RESOURCE UNIT ----
FA UNIT ---- PROGRAM UNIT ----
OCT 15 1984
REFER TO F.A.
R/D ---- ACT ✓ REPLY ----
DISC ---- INFO ---- FILE ----

81-125-1387

Estimated lead time to acquire the necessary right of way and relocate the occupants displaced by the project is 11 months.

Relocation Plan

This project will displace a business, the Tip Top Tavern, and an apartment unit in back of the tavern. For the purpose of this report I am assuming that the apartment unit will be occupied at the time of acquisition.

In respect to the relocation of the tavern, location is critical, as with other retail and service establishments, because exposure to the public is required. A search of the general area found there are some commercial buildings for sale or rent in Hood River. Current issues of the Hood River News list some commercial buildings available. Commercial properties may also be available from realtors who choose not to advertise in the newspaper or multiple listing service. It is also possible that a displacee could obtain a site and construct a replacement building.

All displaced businesses will be eligible to receive reasonable moving expenses for moving personal property and the actual and reasonable cost, up to $500, of searching for a replacement location. In lieu of moving expense payments, a displaced or discounted business may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business during the two preceeding tax years. The maximum payment cannot exceed $10,000. All displacees will be eligible to receive advisory assistance in finding a replacement site.

In the event there is an occupant in the apartment behind the tavern at the time of acquisition, similar adequate housing is available. A check with the current issue of the Hood River News indicated 5-one bedroom apartments, 2-two bedroom apartments, and 2-three bedroom apartments for rent in the Hood River area. Rents range from $190 to $225 for one bedroom apartments, $260 for two bedroom apartments, and $275 for a three bedroom duplex.

The Hood River News also listed 1-one bedroom house for sale for $18,400; 8-two bedroom houses for sale from $29,900 to $65,000; 26-three bedroom houses for sale from $29,900 to $189,000; and 8 homes having four or more bedrooms ranging in price from $29,000 to $119,000.

The above numbers do not take into account those apartments and houses available, but not advertised in the local newspaper.

The State's Relocation Assistance Program provides that all relocatees will be given advisory assistance to enable those individuals displaced by the project to occupy decent, safe, and sanitary replacement housing.

In the event replacement housing is not available due to a housing shortage in the area, or special needs of the relocatee required facilities not readily available, then, housing will be provided under the provisions of "Last Resort Housing", wherein unique and innovative methods may be used to provide the needed housing which may include rehabilitation or relocation of existing housing or construction of new housing units.

Due to the number of available dwellings, it is not anticipated that last resort housing will be required. However, last resort housing might be required to relocate a low income tenant or a large family from a small dwelling to one which meets their requirements. All displacees will be eligible to receive advisory assistance, re-imbursement of moving costs, housing additives, and rent supplement benefits.

The Tip Top Tavern employs two people. The general effect of the tavern's dislocation on the economy of the community is anticipated to be minimal. Likewise, it is anticipated that the impact on the neighborhood to which the apartment tenant would be relocated would be minimal, if any.

If Hood River is chosen as the site for the proposed I-84 Port of Entry, there would be five additional residential displacees. However, there would still appear to be adequate replacement housing available.

There are no other known Federal, State, or local projects which would affect the supply or demand for residential or commercial property.

Owner Concerns

On October 8, 1984, I met with Larry L. Fisher and Audrey E. Fisher, owners of Tax Lot 3204 and 3300 (Tip Top Tavern), and their attorney.

Mr. Fisher requested that all future contacts with him be made through their attorney, Wayne C. Annala (phone 386-1811), P.O. Box 325, 305 Cascade Street, Hood River, Oregon 97031.

I showed a map of the proposed taking (1R-4-754, Rev. 4/81) to Mr. Fisher. He said that the map was incorrect, that the dimensions of his property were 121' x 330', and that his property's width did not taper as shown on the map.

I asked Mr. Fisher what his relocation plans were. He said he would like to relocate his tavern on the remainder site, if possible, but he was concerned about the 30' strip (Parcel 3) being acquired off the west end of his property. He said if it were not for that 30' taking, he would have more than enough room for parking. He also wanted a driveway approach in that 30' strip. Mr. Fisher said that his property had the best access in town.

I asked Mr. Fisher about his business. Mr. Fisher said he owned the business since 1971, but that the tavern was there over 39 years. He said two full-time employees worked there. I asked if any of his employees were minorities. He indicated one was an Indian.

I asked about the apartment behind the tavern. Mr. Fisher said he had someone living there until about a year ago, but then he had a fire there. What was an apartment was now being used as storage space. He said he had no plans to rent it out again as an apartment.

Mr. Annala said that the Fishers were now fee owners of the subject property and gave me a copy of the latest warranty deed.

AA:kf

cc Rod Henry
   Lou Schwab
   Don Aman
   Jim McClure
   E.J. Dunn
   Robin Brooks

APPROVED
Lou Schwab 10/12/84
Relocation Supervisor
STATE HIGHWAY DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 19, 1984

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| PROJECT LOCATION (45 typewriter spaces)<br>SR, 12th-13th St. Couplet | **ADT** PRESENT<br>9,300 | FUTURE | YEAR | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>010 |
| ITEM NO.<br>30166 | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| OSED WORK (35 typewriter<br>Acquisition | NATL. FOREST | F/A ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S): F-<br>NUMBER: 43<br>SEQ. NO.: (2)<br>I. Projects Only POST MI. DESIG. |

NDS

Consolidated Primary

Rural

COUNTY NAME: Hood River — CODE: 027

ROUTE NO.: P — FEDERAL-AID: 43 — STATE: 281 — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (88.15%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| **PE** | | | | | | | | |
| **ROW** | | "May St.-Nix Dr. (Hood River) Sec." | 0.07 | 234,000 | 206,271 | 27,729 | | ROW-80' normal;<br>Access Control-none;<br>Parking Restrictions-none.<br>(Future construction of a two lane facility to operate as a couplet.) |
| **CONST** (CODE) | | | | | | | | |
| BY RDS | | PROJECT TOTALS | 0.07 | 234,000 | 206,271 | 27,729 | | |

PPROVAL DATES

8-12-83

REMARKS
Additional Data: See Item No. 30166
Project No. F-43(1).

-over

Budget Bureau No. 41-R7

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. October 19, 1984

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces)<br>SR, 12th-13th St. Couplet | ADT | PRESENT<br>9,300 | FUTURE | YEAR | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Right of Way Acquisition | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>F- | NUMBER<br>43 |

| | | | |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Consolidated Primary | COUNTY NAME<br>Hood River | |
| | NAME OF URBAN AREA<br>Rural | ROUTE NO. P | FEDERAL-AID 43 · STATE 281 · U.S. --- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (88.15%) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | "May St.-Nix Dr. (Hood River) Sec." | 0.07 | 234,000 | 206,271 | 27,729 | |
| 5 | | | | | CONST (CODE) | | | | | | | |
| CARD 1 | CODE 1 | PREPARED BY RDS | | | | | PROJECT TOTALS | 0.07 | 234,000 | 206,271 | 27,729 | |

PROGRAM APPROVAL DATES 8-12-83

REMARKS
Additional Data: See Item No. 3
Project No. F-4

May St.-Nix Dr. (Hood River) Sec.

Project No. F-43(2)

Remarks continued:

Project Data: The work consists of all phases of right-of-way acquisition including relocation assistance for the future 40-foot curbed section, with a sidewalk on the west side, to accommodate a two lane facility to operate as a couplet between May Street and Belmont Street.

23 CFR-771 Requirements: FHWA approved the Finding of No Significant Impact (FONSI) on September 21, 1984.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Offered, none requested.
b) Location/Design --- Approval granted by adoption of the FONSI.

Data for PR-37 Relocation Assistance

| | |
|---|---|
| Moving Costs (One Family) | $ 500 |
| Replacement Housing | 3,000 |
| Moving Costs (One Business) | 10,500 |
| Total | $14,000 |

Note: 1) This project is in Congressional District No.2.

2) Included in FY '85 AP in 6 yr HIP page 14, Item No. 63.

10,091

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-43(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30166

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/21/84

8. FEDERAL ROUTE NUMBER Primary 43

9. STATE ROUTE NUMBER Secondary 281

10. GENERAL LOCATION:
May Street - Nix Drive (Hood River) Section

11. GENERAL DESCRIPTION OF WORK
PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $7,300 FF $6,435

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS
FONSI issued 9/21/84.

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 10/4/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,541

City of Hood River
Fr 7-6-1

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: HAL VERSTEEG
BRUCE BOYD
GARY POTTER

DATE: October 2, 1984

FROM: Edward L Hardt
EDWARD L. HARDT
Metro Region Engineer

SUBJECT: MAY ST.-NIX DRIVE (12th/13th Couplet)
City of Hood River

The 12th/13th couplet project in the city of Hood River has been a "hot" project with the local officials in the city of Hood River and Hood River County for a number of years. The project is now funded and moving ahead because the County people were willing to put up some of their secondary funds for financing. Jim McClure and I made a presentation before the local officials sometime ago and layed out a project schedule. We told them that we planned to go to construction in the spring of 1985 and that the project would be driveable by the end of the construction season of 1985. They were frustrated that it should take that long, but when we went through the environmental process they reluctantly agreed that our schedule was reasonable.

I've been informed that the FONSI has been approved by FHWA. This allows us to proceed with right-of-way acquisition. My purpose in writing is to request that the project be moved along as rapidly as possible. There are two right-of-way files, so the right-of-way acquisition should not be lengthy, if we can get the authorization to Ken Rolfe. I would appreciate anything that can be done to move the project along as rapidly as possible.

10-16-84
R/W written
1Kr

ELH/cp
cc Ken Rolfe

**REFERRED TO**
....... Mann ....... Cone ....... Henry
FE 1 Eriksen ....... Dayton .......
....... Baker ....... Anderson .......
....... King ....... Bedford ....... Leu .......
Return Discuss Do File Due .......
By FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
3 Adams
4 Mcnab
Edwards ✓
2 Turpin
Trout
Wakerlig

RECEIVED
OCT 4 - 1984
ROAD DESIGN SECTION

Do Not File
Return to .......
Bring Up .......
Action .......

NOTED
N. E. MANN

Visited with Hal
on this and
Told Him we are
working on plans
NEM

81-125-1387

10,091

Jia 7-4-1
Hood
River

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Preliminary Engineering (Phase 2)
Item No. 30166
Project No. F-43(1)
May St.-Nix Dr. (Hood River) Section
Hood River Highway
Hood River County

I request authorization, upon approval of the Finding-of-No-Significant-Impact (FONSI), to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $8,000 with obligation of $7,052 in Federal funds.

JLG:pf

cc: F. E. Terpin
Cam Gilmour
General Files

Form 734-3122

10.27/

Iia 7-4-1
Hood
River

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
SEP 19 '84
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

In Reply Refer to
File No.
ENV 3

September 18, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Finding of No Significant Impact (FONSI)
May Street to Nix Drive
12th/13th Couplet
Hood River Highway
Hood River County
F-43(1)

Dear Mr. Wilken:

Enclosed is the Environmental Assessment previously approved for the subject project. It has been reviewed to reflect input received during the public and agency review period and documents the basis for project selection. I concur with the conclusion of the Environmental Assessment that no significant impacts on the environment will result from implementing the proposed project.

If you agree, please make a separate written Finding of No Significant Impact (FONSI), incorporating the Environmental Assessment, as required by 23 CFR 771.121.

Please return the FONSI when it has been signed for our use in notifying the state clearinghouse and the public of the decision.

Sincerely,
ORIGINAL SIGNED BY
CAM GILMOUR

Campbell M. Gilmour, Manager
Environmental Section

NOTED
H. S. COULTER

CMG:lm

Attachments (4)

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
F. E. Terpin
G. A. Potter
Jef Kaiser
Eb Engelmann

Form 734-3122

12-091

[illegible]
Hood River

August 7, 1984

City of Hood River
City Hall
Hood River, OR 97031

AGR 4

Attention: Dorothy M. Swyers
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7924

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for improvements to the May Street-Nix Drive Section of the Hood River Highway, State Secondary Highway No. 281

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

10,091

Sec 7-4-1
Hood
River

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

July 5, 1984

Executive Department
Intergovernmental Relations Division
155 Cottage Street N.E.
Salem, OR 97310

NOTED
E. S. HUNTER

RE: Environmental Assessment
May Street to Nix Drive
12th/13th Couplet
Hood River Highway
Hood River County
District No. 2c
F-43(1)

In accordance with the Council on Environmental Quality regulations for implementing the National Environmental Policy Act of 1969 (Public Law 91-190), attached are copies of the Environmental Assessment for your review and comment.

Your reply upon receipt of this Environmental Assessment is anticipated within the 30 day period established by the Council on Environmental Quality.

If you need additional information concerning this project, please contact the Environmental Section, Oregon State Highway Division, 324 Capitol Street N.E., Salem, Oregon 97310.

Sincerely,

ORIGINAL SIGNED BY
CAM GILMOUR
Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (15)
bc: D. E. Wilken
E. S. Hunter
Wayne Cobine
E. L. Hardt
Harry Woodward

RECEIVED
STATE HWY ENGR
JUL 6 '84
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

10391

11,148
Tim H. Thex
JULY 17, 1981
TIM H. THEX

## OREGON DEPARTMENT OF TRANSPORTATION

## NOISE STUDY REPORT

PROJECT May Street-Nix Drive (12th-13th Couplet)
PREPARER Gerald Morrison
HIGHWAY Hood River
DATE January 10, 1984
COUNTY Hood River
CITY Hood River

---

### PROJECT DESCRIPTION:

The proposed project would extend 13th Street southeast from Belmont Road on a new alignment, connecting with 12th Street just north of Nix Drive (see Figure 1 & 2). This conection would complete the 12th-13th Couplet beginning at May Street. This project would alleviate traffic congestion by removing southbound traffic through a commercialized area along 12th Street. Prior locally funded city contracts have extended 13th Street from Taylor Street to May Street and have widened 13th Street, from Taylor Street to Belmont Road.

This project will also modify the existing signal at 12th Street and May Street to accommodate couplet traffic.

---

### EXISTING LAND USE ACTIVITIES:

Land use along 12th Street is primarily commercial with some single family housing between May Street and Taylor Street. Existing land use along 13th Street is single family residential although it is zoned for commercial use. A city park is also located along the west edge of 13th Street between May Street and Taylor Street (see Figure 2).

The project is consistant with the transportation and land use elements of the City's comprehensive plan.

---

### TRAFFIC ANALYSIS

The project will open up 13th Street, currently a lightly traveled residential street, to through traffic. The project will result in a 1-3 dBA increase in noise levels on 12th and 13th Streets when compared to the no-build alternative for the design year 2003. The couplet, which will relieve congestion in the downtown area by removing southbound autos and trucks from 12th Street, will cause increased traffic noise due to higher vehicular speeds. The project, however, will result in a decrease in traffic noise levels along May Street and Belmont Road (see Table 1).

RECEIVED

EXISTING SOUND LEVELS:
Existing sound levels are predominately generated by local traffic. A noise measurement was taken at 13th and B Streets, and a Leq 59 dBA was recorded. Ambient levels at the measurement site are influenced by traffic from 12th Street as well as the local traffic on 13th Street.

TRAFFIC NOISE IMPACTS:

Predicted year 2003 traffic noise levels are below the FHWA Leq 67 dBA noise abatement criteria. In addition, the project will not result in a substantial increase in noise levels. No traffic noise impacts are anticipated for this project.

TRAFFIC NOISE MITIGATION:

None

CONSTRUCTION NOISE:

Impacts: Areas adjacent to the project will be exposed to additional noise levels during construction. It is anticipated that the project will utilize pavement breakers, asphalt paving equipment, and heavy trucks to haul materials.

Mitigation: See Attachment.

LOCAL COORDINATION:

A copy of this report will be sent to the City of Hood River and the Hood River County Planning Department.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the Project Manager.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the Project Manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

## Table 1

### May Street-Nix Drive
### Hood River Highway
### Hood River County
### TRAFFIC DATA AND PREDICTED NOISE LEVELS

| Section | Year | PEAK HOUR | | | | | PEAK TRUCK HOUR | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Autos | Medium Trucks | Heavy Trucks | Speed (mph) | Noise Level* (Leq dBA) | Autos | Medium Trucks | Heavy Trucks | Speed (mph) | Noise Level* (Leq dBA) |
| 12th St. (May St. to Belmont Rd.) | 1983 (Existing) | 1260 | 5 | 9 | 19 | 60 | 1000 | 27 | 3 | 21 | 60 |
| | 2003 (No-Build) | 1400 | 7 | 11 | 13 | 57 | 1050 | 30 | 3 | 16 | 57 |
| | 2003 (Build) | 940 | 5 | 7 | 22 | 60 | 770 | 21 | 3 | 24 | 60 |
| 12th St. (Belmont Rd. 13th St.) | 1983 (Existing) | 1100 | 7 | 7 | 22 | 61 | 880 | 27 | 3 | 24 | 61 |
| | 2003 (No-Build) | 1630 | 10 | 9 | 15 | 58 | 1310 | 41 | 5 | 16 | 59 |
| | 2003 (Build) | 800 | 5 | 4 | 24 | 60 | 640 | 20 | 2 | 25 | 60 |
| 13th St. (May St. to Belmont Rd.) | 1983 (Existing) | 243 | 3 | 0 | 25 | 54 | 243 | 3 | 0 | 25 | 54 |
| | 2003 (No-Build) | 500 | 3 | 3 | 25 | 58 | 350 | 12 | 2 | 25 | 58 |
| | 2003 (Build) | 960 | 5 | 8 | 22 | 61 | 730 | 21 | 3 | 24 | 60 |
| 13th St. (Belmont Rd. 12th St.) | 1983 (Existing) | - | - | - | - | - | - | - | - | - | - |
| | 2003 (No-Build) | - | - | - | - | - | - | - | - | - | - |
| | 2003 (Build) | 960 | 5 | 8 | 22 | 61 | 730 | 21 | 3 | 24 | 60 |
| May St. (12th St. to 13th St.) | 1983 (Existing) | 780 | 4 | 6 | 24 | 60 | 580 | 16 | 2 | 25 | 59 |
| | 2003 (No-Build) | 920 | 6 | 8 | 20 | 60 | 660 | 20 | 3 | 25 | 60 |
| | 2003 (Build) | 1180 | 4 | 5 | 19 | 59 | 980 | 17 | 2 | 22 | 60 |
| Belmont Rd. (12th St. to 13th St.) | 1983 (Existing) | 320 | 2 | 2 | 20 | 54 | 260 | 3 | 2 | 20 | 54 |
| | 2003 (No-Build) | 700 | 4 | 5 | 15 | 55 | 500 | 13 | 6 | 20 | 58 |
| | 2003 (Build) | 420 | 2 | 3 | 15 | 53 | 340 | 4 | 1 | 15 | 51 |

---

* 50 feet from road centerline

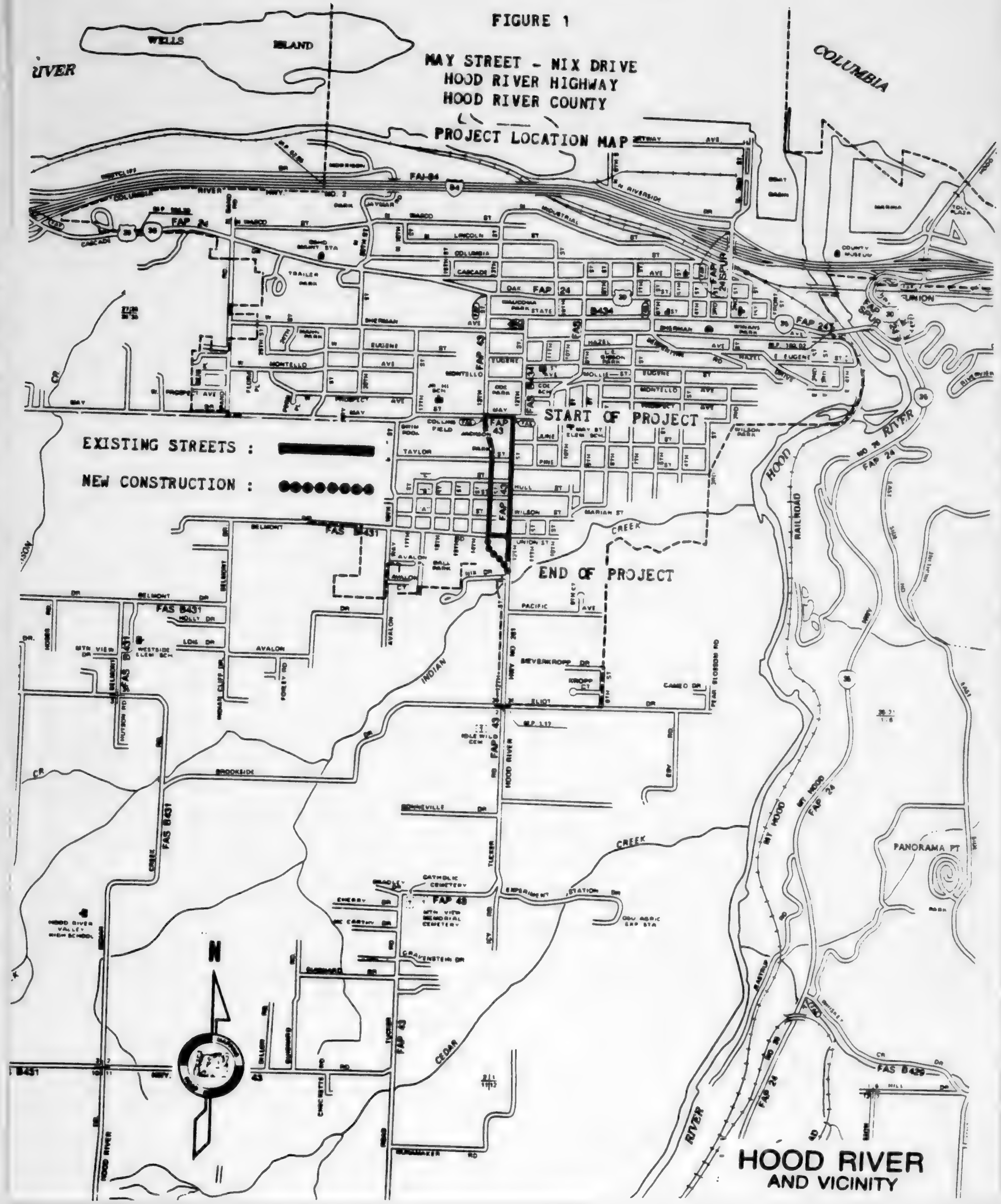


FIGURE 1

MAY STREET - NIX DRIVE
HOOD RIVER HIGHWAY
HOOD RIVER COUNTY

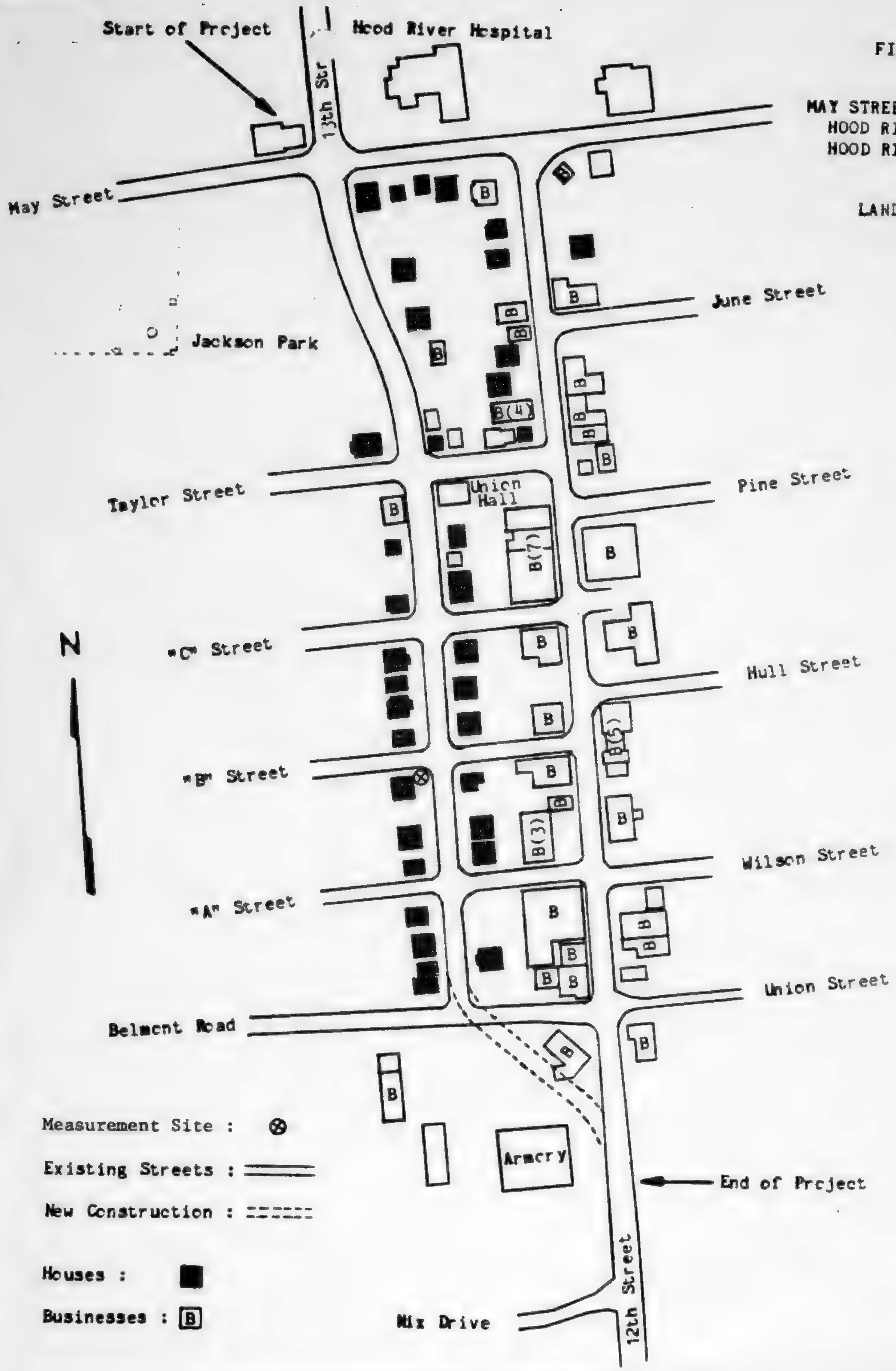
PROJECT LOCATION MAP

WELLS ISLAND
RIVER
COLUMBIA
COLUMBIA RIVER HWY. NO. 2
FAI-84
FAP 24
CASCADE
WASCO ST
LINCOLN ST
OAK
STATE
SHERMAN AVE
EUGENE
MONTELLO AVE
MAY
PROSPECT AVE
FAP 43
FAS B434
FAP 24 SPUR
COUNTY MUSEUM
MARINA
BOAT BASIN
TOLL PLAZA
EXISTING STREETS :
NEW CONSTRUCTION :
START OF PROJECT
END OF PROJECT
TAYLOR
PINE
HULL ST
WILSON
MARIAN ST
BELMONT
FAS B431
UNION ST
AVALON
PACIFIC AVE
INDIAN CREEK
ELIOT DR
BROOKSIDE
BONNEVILLE DR
HOOD RIVER
TUCKER RD
EXPERIMENT STATION DR
CATHOLIC CEMETERY
FAP 48
HOOD RIVER VALLEY HIGH SCHOOL
CEDAR
PANORAMA PT
MT HOOD HWY
RAILROAD
FAS B429
N
HOOD RIVER
AND VICINITY

FIGURE 2

MAY STREET - NIX DRIVE
HOOD RIVER HIGHWAY
HOOD RIVER COUNTY

LAND USE MAP


Start of Project
Hood River Hospital
13th Str
May Street
B
June Street
Jackson Park
B(4)
Taylor Street
Union Hall
B(7)
Pine Street
"C" Street
Hull Street
B(5)
"B" Street
B(3)
Wilson Street
"A" Street
Union Street
Belmont Road
Armory
End of Project
12th Street
Nix Drive
N
Measurement Site : ⊗
Existing Streets : ═══
New Construction : ┅┅┅
Houses : ■
Businesses : B

# PROJE[illegible] PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Hood River Co

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

SECTION: May Street - Nix Drive, Hood River Highway

REGION: Metro-Region

**SURVEY AUTHORITY** Hwy #281

AUTHORIZATION NO.: 2

PREFIX: 14-1908

DATE: 11-10=83

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ 10,000 | $ 10,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ 500 | $ 500 |
| 902 CITIZEN'S INVOLVEMENT | - 0 - | -0- | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | 5,700 | 5,700 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | 800 | 800 |
| 905 FINAL DESIGN | 3,000 | -0- | 920 PROGRAM MANAGEMENT | 200 | 200 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | 1,000 | -0- | 921 SPECIFICATIONS | 3,000 | -0- | 938 REGION ENVIRONMENT | 8,000 | 8,000 |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN SERVICES | 100 | -0- | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | 1,000 | 300 | 923 ENVIRONMENTAL SECTION | 5,000 | 5,000 | 950 TRAINING | 300 | 300 |
| 910 REGION GEOLOGIST | 1,000 | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | 1,000 | 1,000 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | 500 | 500 | 980 PUBLIC HEARING | - 0 - | -0- |
| 913 RIGHT-OF-WAY LIAISON | 1,200 | 1,200 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | 500 | 500 | 932 RAILROAD & UTILITIES | 200 | -0- | | | |
| | | | | | | TOTALS | $ 43,000 | $ 35,000 |
| | | | | | | PREVIOUS AUTHORIZATION | | $* 35,000 |
| | | | | | | ADD. AUTH. REQUIRED | | $ -0- |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-43(1)

LOCATION ENGINEER'S REMARKS

* Note only $35,000 was original authorized by the FHWA.

The State will perform P.E.

This authority revises the distribution of the current funds to reflect the needs of the project, (and the original FHWA authorization).

This project is approved through Phase I ( preparation of the Final Environmental Document) only.

Vetsteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout NEW
Wakerlig

RECEIVED
[illegible] 20 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 12-1-83 | APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X | DATE 12/15/83 |
| RECOMMENDED, REGION ENGINEER X | DATE | APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE |
| RECOMMENDED, LOCATION ENGINEER X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 8-15-83 | |

734-1914 (7-82)

T-4-1

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST. ION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-43(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30166

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/15/83

8. FEDERAL ROUTE NUMBER Primary 43

9. STATE ROUTE NUMBER Secondary 281

10. GENERAL LOCATION:
May Street - Mix Drive (Hood River) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's PEA dated 8/11/83 you are authorized to proceed with all phases of Preliminary Engineering including archeological salvage necessary through Final Environmental Document at a TEC of $35,000 Federal Funds $30,852.

RECEIVED
STATE HWY ENGR
AUG 23 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to 8/23

14. DATE 8/15/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,82

[illegible] 7-4-1

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

August 11, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: EXECUTIVE DEPARTMENT
FEDERAL AID COORDINATION UNIT

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following project.

| ITEM NO. | PROJECT NO. | SECTION NAME & PNRS NO. |
|---|---|---|
| 30166 | F-43(1) | May St.-Nix Dr. (Hood River)<br>PNRS #OR-830524-136-2 |

CL:pf
Enclosure

cc: Dale E. Wilken, FHWA
General Files

10.591

"FRA 7-4-1
Hood River

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
JUN 24 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE CLEARINGHOUSE

PROGRAM SECTION
6-23-83
cc: FHWA (2)
State Highway Engineer
Location Unit
Right of Way Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Federal Aid Group
Reg. Engr. E.L. Hardt
Dist. Engr. (2C)
H. E. Woodward

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

## CONCLUSIONS

NOTED
H.S. COULTER

APPLICANT: State DOT

PROJECT TITLE: May Street-Nix Drive (Hood River) sec

DATE: June 21, 1983 HOOD RIV HWY HOOD RIV. CO.

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 830524-136-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
MAY 27 1983
DIVISION OF STATE LANDS

## PNRS STATE REVIEW

Project #: OR 830524 136-[illegible] Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

---

REMARKS (Please type or print legibly)

✓ If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By C.H.

PNRS #2 Phone Number 8-3059

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Management Services Div.
Dept. of Environmental Quality
RECEIVED
MAY 27 1983

JUN 14 1983

## PNRS STATE REVIEW

Project #OR 830 [illegible] Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

--------------------------

REMARKS (Please type or print legibly)

Please submit the Noise Study Report for DEQ review and comment.

Agency DEQ By Howard M. Harris

PNRS #2 Phone Number 229-6081

10,091

TRA 7-4-1
Hood River

U.S. Department
of Transportation
**Federal Highway
Administration**

# Memorandum

THE OREGON DIVISION - SALEM

| | | | |
|---|---|---|---|
| Subject: | Hood River FAP Revision | Date: | May 25, 1983 |
| From: | Division Administrator | Reply to Attn. of: | HRP-OR/711.12 |

To:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

Mr. Tebeau's May 23 request to add a southbound leg to a proposed couplet on FAP 43 in Hood River is approved.

John T. Price
for Dale E. Wilken

cc:
Wash,D.C. (HHP-14) w/cy of Map

RECEIVED
STATE HWY ENGR

MAY 26 '83

REFER TO
Tebeau

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

[illegible] 291

Sec. 2.81

2

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

# INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: May 24, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: May Street-Nix Drive (Hood River) Section
Hood River Highway
Hood River County

You requested an answer to the question, "Can we go to contract in 1984?" At the present time, based on the information available now, the answer is: Not likely in FY 1984 but probably in Calendar 1984. The attached sheet gives activities, those responsible for performing them, anticipated completion date and a comment on critical path assignment.

FET:ge
Attachment

1 Versteeg ✓
Anderson
2 Adams
3 Macnab SHm
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

REFERRED TO
1 Watson W Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Lau
Return Discuss Do File Lue
By FINAL DESIGN ENGINEER

81-125-1387

Contains Recycled Materials

## MAY STREET-NIX DRIVE (HOOD RIVER) SECTION
## HOOD RIVER HIGHWAY
## HOOD RIVER COUNTY

| ACTIVITY | SECTION RESPONSIBLE | ANTICIPATED COMPLETION DATE | ON CRITICAL PATH |
|---|---|---|---|
| Project Request | Metro Region | Done | yes |
| A-95 Review | Program Section | June 24, 1983 | yes |
| Program P.E. with FHWA | Program Section | July 15, 1983 | yes |
| Complete Field Survey | Metro Region | August 15, 1983 | no |
| Public Hearing | Metro Region | December 1983 | yes |
| Design Approval | Environmental Section | January 1984 | yes |
| System Change | - | 3 months | no |
| Local Agreements | Program Section | 6 months | no |
| Prepare R/W Descriptions | Road Design | March 1984 | yes |
| Acquire R/W | R/W Section | September 1984 | yes |
| P.S.&E. | Road Design | 3 months | no |
| Open Bids | Program Section | October 1984 | yes |

5/24/83

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO

Date: May 19, 1983

To: Executive Department
Federal-Aid Coordination Unit

Mid-Columbia Economic
Development District
Wasco County Courthouse,
Annex B
The Dalles, OR 97058

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 9
Section: May St.-Nix Dr. (Hood River)
Highway: Hood River Hwy.
County: Hood River

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be June 24, 1983.

JLG:bks
Attachments
bc: D.E. Wilken, FHWA (2)
H.S. Coulter ✓
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. M Engr.: E.L. Hardt
Dis. 9 Engr.: R.S. Hawkins
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
STATE HWY ENGR
MAY 23 '83
REFER TO

FOR

| Info | Inves | H/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: Gary A. Potter | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6564

01 12] PROJECT TITLE [71: May St.-Nix Dr. (Hood River) Sec.

11 12] PROJECT LOCATION—CITY: HOOD RIVER HIGHWAY | PROJECT LOCATION—COUNTY: HOOD RIVER | PROJECT LOCATION [79 SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Extend 13th Street to connect to 12th Street to complete 12th-13th Couplet. [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 448,800 | | 61,200 | | | 510,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: May 18, 1983

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June | 43] DAY [44: 24 | 45] YEAR [46: 1983

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 18, 1983

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Class 3 project, Environmental Assessment, according to the 1978 environmental quality guidelines.

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

**KEY ID #**

**SECTION** MAY STREET - NIX DRIVE; HOOD RIVER HIGHWAY

**REGION** METRO

**ESTIMATED RIGHT-OF-WAY IMPACTS**

Right-of-way from the parking lot of a tavern and the grounds of a National Guard Armory would be required. The continued operation of these facilities is not expected to be significantly affected as a result.

**ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN**

The project is consistent with the transportation and land use elements of the City's comprehensive plan. However, although zoning along 13th Street is for commercial use, the existing use is single-family residential and the project would result in a substantial increase in traffic exposure for these residences.

**ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY**

Present congestion through a commercialized area along Twelfth Street would be relieved by routing southbound traffic onto Thirteenth Street in a couplet fashion. The A.D.T. on Thirteenth Street would increase from several hundred to 4-6 thousand after the couplet is opened.

**ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES**

None expected.

**ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES**

A city park, located on Thirteenth Street within the project limits, would receive a substantial increase in traffic exposure as a result of opening up the couplet.

**PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES**

The introduction of through traffic on a heretofore lightly used residential street.

**RECOMMENDED PROJECT CLASSIFICATION**

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

**OTHER DOCUMENTATION**

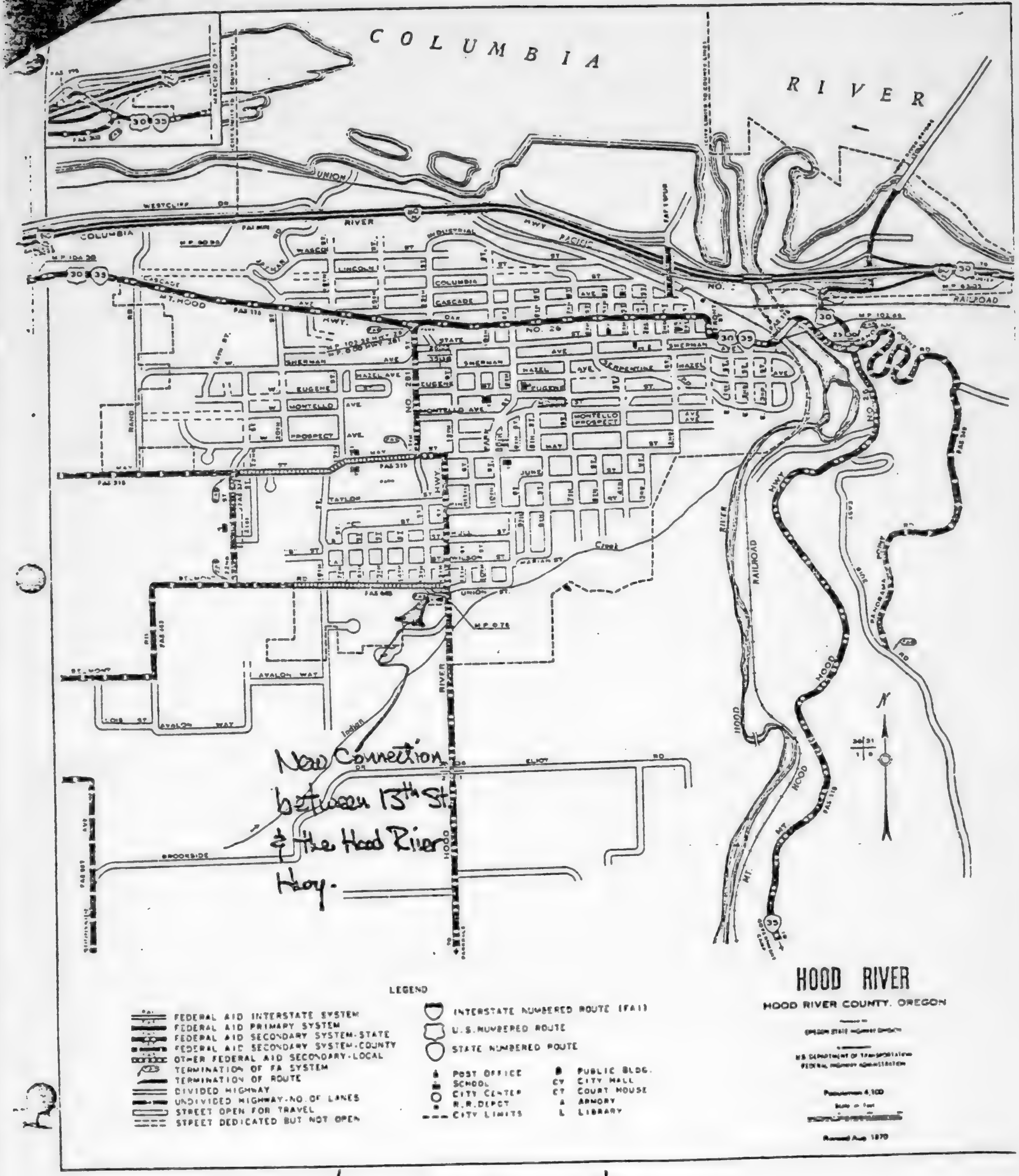
Noise Study Report

**PREPARED BY** X Jef Kaiser

**TELEPHONE NUMBER** 653-3221

**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE**

734-1913 (7-82)


COLUMBIA RIVER
COLUMBIA RIVER HWY
PACIFIC
UNION
WESTCLIFF DR
MT. HOOD HWY
LINCOLN
COLUMBIA
CASCADE
STATE
SHERMAN AVE
HAZEL AVE
EUGENE
MONTELLO AVE
PROSPECT AVE
MAY
JUNE
TAYLOR
WILSON ST
UNION ST
Creek
Indian
AVALON WAY
ELIOT RD
BROOKSIDE
HOOD RIVER HWY
HOOD RIVER RAILROAD
MT. HOOD HWY
EAST SIDE RD
PANORAMA POINT RD
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
HOOD RIVER
HOOD RIVER COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,100
Scale in feet
Revised Aug 1970

New Connection between 13th St. & the Hood River Hwy.

12th / 13th Couplet.

10,071

**STATE OF OREGON** **INTEROFFICE MEMO**

CUP0001

TO: GARY POTTER, Manager Attn: D. E. Swan
Program Section

DATE: May10, 1983

File Prefix #314-1497A

FROM: THEODORE A. SPENCE, Manager
Plan and Program Section

SUBJECT: May Street-Nix Drive, Hood River Highway
(12th St./13th St.)
City of Hood River
Hood River County

Here's our programming packet for the May Street-Nix Drive, Hood River Highway project on 12th and 13th Streets in the City of Hood River. Included are a project prospectus, agreement information sheet and related correspondence.

As their contribution to the project, Hood River County proposes to release to the State their FY'83 and FY'84 FASC allocation, estimated at $165,045 (federal). In return, the State will finance the project with FAP funds. The State will provide the local match.

This project was approved by the Oregon Transportation Commission at the April 18, 1983 meeting.

The Metro Environmental Unit has recommended classification of this project as a Class 3, Environmental Assessment. There is no waterway involvement.

Please request FHWA approval and obligation of funds for preliminary engineering at this time.

cc: Frank Terpin
Metro Project Development Units
Jon Rose
Robin Brooks

TAS:ECM:nm
Attachments

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ✓ 2
MAY 12 1983
MAN. ASSIST. ____ PROGRAM UNIT ____ 1
REFER TO ____
FOR ____

Contains Recycled Materials

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: May Street - Nix Drive • Hood River Highway (12th and 13th St)

REGION: Metro

| | | | |
|---|---|---|---|
| STATE HIGHWAY # 281 | HIGHWAY NAME Hood River | MILE POST FROM 0.33 TO 0.76 | LENGTH 0.43 mi. |
| ☒ URBAN<br>☐ RURAL | CITY Hood River | COUNTY Hood River | ROAD/STREET NAME 12th/13th Streets |
| ROUTE # | FEDERAL AID # FAP 43 | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | |
|---|---|
| PRELIMINARY ENGINEERING | $ |
| RIGHT OF WAY | $ 98 |
| ROADWAY | $ 189 |
| STRUCTURES | $ 30 |
| SIGNALS | $ 10 |
| ILLUMINATION | $ 18 |
| TEMPORARY PROTECTION | $ 11 |
| Signing | $ 4 |
| 40% ENGINEERING & CONTINGENCIES | $ 100 |
| TOTAL CONSTRUCTION | $ 362 |
| TOTAL ESTIMATE | $ |

| PROJECT DATA | | | |
|---|---|---|---|
| GRADING | | (✓) | X |
| PAVING | | (✓) | X |
| STRUCTURES | Retaining Wall | (✓) | X |
| SIGNING | For Couplet | (✓) | X |
| SIGNALS | Modification 12th @ May St. | (✓) | X |
| ILLUMINATION | 3 luminares | (✓) | X |
| | | | |
| ENVIRONMENTAL CLASS | | (1,2,3) | 3 |
| DESIGN CATEGORY | | (1-7) | 5 |
| WORK TYPE | | (1-12) | 6 |

| RIGHT OF WAY | | |
|---|---|---|
| FILES | (#) | 2 |
| ACRES | (#) | 0.5 |
| RELOCATIONS | (#) | 0 |

| WORK BY STATE/CONSULTANT/APPLICANT | | |
|---|---|---|
| PRELIMINARY ENGINEERING | (S,C,A) | S |
| CONSTRUCTION ENGINEERING | (S,C,A) | S |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | S |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | S |

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) / | RECOMMENDED FUNDING SOURCE FAP | RECOMMENDED PROGRAM YEAR FY 1984 |
|---|---|---|---|

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 4 |
| STRUCTURES (#) | 0 | 1 (retaining wall) |
| SIGNALS (#) | 1 | 1 |
| BIKE PATH (Y/N) | N | Y |
| AVERAGE DAILY TRAFFIC | 9,300 | 12,400 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1981 | 2 000 |

DEFINE THE PROBLEM: Peak hour traffic congestion on the existing alignment (12th Street). A high percentage of truck traffic adds to the problem. The existing two lane highway widens to four travel lanes adjacent to a shopping center, south of this project section. High accident rate at 12th Street and Belmont Road.

PROPOSED SOLUTION: Extend 13th Street southeast from Belmont Street in a new alignment to connect with 12th Street. This will allow 12th and 13th to operate as a couplet between May Street and this new connection. The existing signal at 12th and May Street will require modification of the signal heads.

| | |
|---|---|
| REQUESTED, REGION ENGINEER X | DATE 5-6-83 |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS X | DATE |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X | DATE |

| TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |
|---|---|---|
| 4-18-83 | | |

734-1911 (7-82)

## GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

## SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

**SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY** and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

**COST ESTIMATES** — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

**PROJECT DATA** — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

**RIGHT OF WAY** — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

**WORK BY** and **CONSTRUCTION BY** are self-explanatory.

**FINANCING/PROGRAMMING** — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

**EXISTING & PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

**DEFINE THE PROBLEM** — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

**PROPOSED SOLUTION** — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

## PROJEC PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION May Street-Nix Drive, Hood River Highway (12th St./13th St.Couplet)

REGION Metro

## PROJECT JUSTIFICATION

Request from Hood River County. (See attached Feb. 16, 1983 letter from Hood River County.)

## ADMINISTRATION RECOMMENDATION

## INSTRUCTIONS

**PROJECT JUSTIFICATION**

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

**ADMINISTRATION RECOMMENDATION** will be completed in Salem.

# PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
May Street - Nix Drive, Hood River Highway (12th St./13th St. Couplet)

REGION
Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | S | STORM SEWER | S | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | E | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | S ~~N~~ | ILLUMINATION | S | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | N | NOISE STUDY | S |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | | | SIGNALS | S | OLD (#) 1 | NEW (#) 1 |
| | | | | | | UTILITIES | S | (LIST BELOW) | |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 2 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | S | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | N |

COMPANIES
City of Hood River Water & Sewer
NW Natural Gas
United Telephone
Pacific Power & Light
Warner Cable TV

| DESIGN SPEED | DESIGN STANDARDS |
|---|---|
| 30 | AASHTC |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING NONE | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| - | - | C | - | 8' | - | - | 12' | - | 12' | - | - | 8' | - | C | 5' | |

East Side **PROPOSED** 13th Street West Side

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

**KEY ID #**

**SECTION**
May St. - Nix Dr., Hood River Hwy.

**REGION**
Metro Region

**ESTIMATED RIGHT-OF-WAY IMPACTS**

Right of Way from the parking lot of a tavern and the grounds of a National Guard Armory would be required. The continued operation of these facilities is not expected to be significantly affected as a result.

**ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN**

The project is consistent with the transportation and land use elements of the City's comprehensive plan. However, although zoning along 13th Street is for commercial use, the existing use is single-family residential and the project would result in a substantial increase in traffic exposure for these residences.

**ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY**

Present congestion through a commercialized area along Twelfth Street would be relieved by routing southbound traffic onto Thirteenth Street in a couplet fashion. The A.D.T. on Thirteenth Street would increase from several hundred to 4-6 thousand after the couplet is opened.

**ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES**

None expected.

**ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES**

A city park, located on Thirteenth Street within the project limits, would receive a substantial increase in traffic exposure as a result of opening up the couplet.

**PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES**

The introduction of through traffic on a heretofore lightly used residential street.

**RECOMMENDED PROJECT CLASSIFICATION**

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

**OTHER DOCUMENTATION**

Noise study report

| | | |
|---|---|---|
| **PREPARED BY**<br>X JEFF KAISER | **TELEPHONE NUMBER**<br>653-3221 | **FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE** |

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

(12th St./13th St. Couplet)

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

SECTION: May Street-Nix Drive, Hood River Highway

REGION: Metro

## SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX:

DATE: May 4, 1983

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ 5,000 | $ | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | 2,000 | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | 0 | | 918 LOCATION | | | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | 800 | |
| 905 FINAL DESIGN | | | 920 PROGRAM MANAGEMENT | | | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | | 938 REGION ENVIRONMENT | 8,000 | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | 1,000 | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | 500 | | 980 PUBLIC HEARING | 2,000 | |
| 913 RIGHT-OF-WAY LIAISON | 500 | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | 500 | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

The State will perform all phases of preliminary engineering.

| | | | |
|---|---|---|---|
| PREPARED BY | DATE<br>5-6-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>5-6-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

K. W. KIRBY
ADMINISTRATIVE ASSISTANT

TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS
ELMER W. MURRAY, CHAIRMAN
RODGER A. SCHOCK — DISTRICT NO. 1
GLENN E. PALMER — DISTRICT NO. 2
LEE E. CURTIS — DISTRICT NO. 3
JERRY ROUTSON — DISTRICT NO. 4
HOOD RIVER, OREGON 97031

February 16 1983

Edward Hardt, Metro Region Eng.
Oregon Dept. of Transportation
9002 SE McLoughlin Blvd
Milwaukie, OR 97222

Subject: 12th-13th Street Couplet

Dear Mr. Hardt:

As a followup of the phone conversation with Tony Klein, Public Works Director, on the 31st of January regarding completion of 12th-13th Street couplet in Hood River, we would like to emphasize the following points.

The project is anticipated to become part of the State Highway system, and the portions that have been constructed to this point have been to State Highway standards.

As far as justification for the project, I think Hood River as a community has gone far beyond that stage. We have completed a transportation study of our Westside area which includes the City(we have enclosed a copy for your review). The report emphasizes that the intersection at 12th and Belmont is at this time handling more capacity than is safe and should be improved by completing the couplet. The high accident rate shows this.

The County and the City have both demonstrated their concern for this project by the completion of the first two phases and the financial investment we have made.

The community itself has expressed considerable concern through the news media and discussions with local officials.

We also emphasize to you that the County is still willing to make a financial investment to complete this project, but because of our shortfall in revenue it has become more difficult. So we propose that the County allocate to the Oregon Department of Transportation its next two years of Federal Aid Secondary monies and the State fund the remainder. The State will then acquire the property and proceed with construction.

The estimated cost to complete the tie-in at Belmont is $350,000 to $400,000 including property acquisition. The County's allocation of F.A.S. funds for that period will be about $150,000 to $160,000.

Continued, Page Two

Also $30,000 is available from this year's budget which would be used for widening of Belmont between 12th and 13th Streets.

The community feels that this is of such a high priority that it should be implemented in the current Six Year Plan and with all effort in the next construction season.

We need to know as soon as possible if this proposal is acceptable. You indicated to Mr. Klein that you would have an answer in about three to five weeks. We will be anxiously awaiting a response by mid-March.

Sincerely yours,

Elmer W. Murray, Chairman
Hood River County Board of Commissioners
Elmer W Murray

James T. Walker, Mayor
City of Hood River
James T. Walker

AK/djd

**Project** May St.-Nix Drive, Hood River Hwy.

**Agency** Hood River County Date May 4, 1983

**Type of Project** Couplet Signing, Street Extension, Signal Modification

* **Funds** SOS e(4) FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

| | N/A | State | Applicant | Consultant |
|---|---|---|---|---|
| Major PE | ( ) | (x) | ( ) | ( ) |
| Monitor PE | (x) | ( ) | ( ) | ( ) |
| Field Survey | ( ) | (x) | ( ) | ( ) |
| Prepare Environmental Statements | ( ) | (x) | ( ) | ( ) |
| Review & Process Envir. Statements | ( ) | (x) | ( ) | ( ) |
| Public Hearings | ( ) | (x) | ( ) | ( ) |
| Citizen Involvement | ( ) | (x) ← Shared → | (x) | ( ) |
| Action Plan Requirements | ( ) | (x) | ( ) | ( ) |
| Preliminary Design Plans & Specs. | ( ) | (X) | ( ) | ( ) |
| Prepare for Contract Bids | ( ) | (X) | ( ) | ( ) |
| Advertise, Let and Award | ( ) | (X) | ( ) | ( ) |
| Major Construction Engineering | ( ) | (x) | ( ) | ( ) |
| Lab Testing, Final Checking | ( ) | (X) | ( ) | ( ) |
| Utility Responsibility | ( ) | (x) | ( ) | ( ) |
| Maintenance After Completion | ( ) | (X) | ( ) | ( ) |
| Signal Maintenance | ( ) | (x) | ( ) | ( ) |
| Power Consumption As per LOC agreement | ( ) | ( ) | ( ) | ( ) |
| Local Match | ( ) | (x) | ( ) | ( ) |
| Provide for Right-of-way Agreement | | [✓ Yes] | No | |

Construction by Contract (X) State Forces ( ) Local Forces ( )

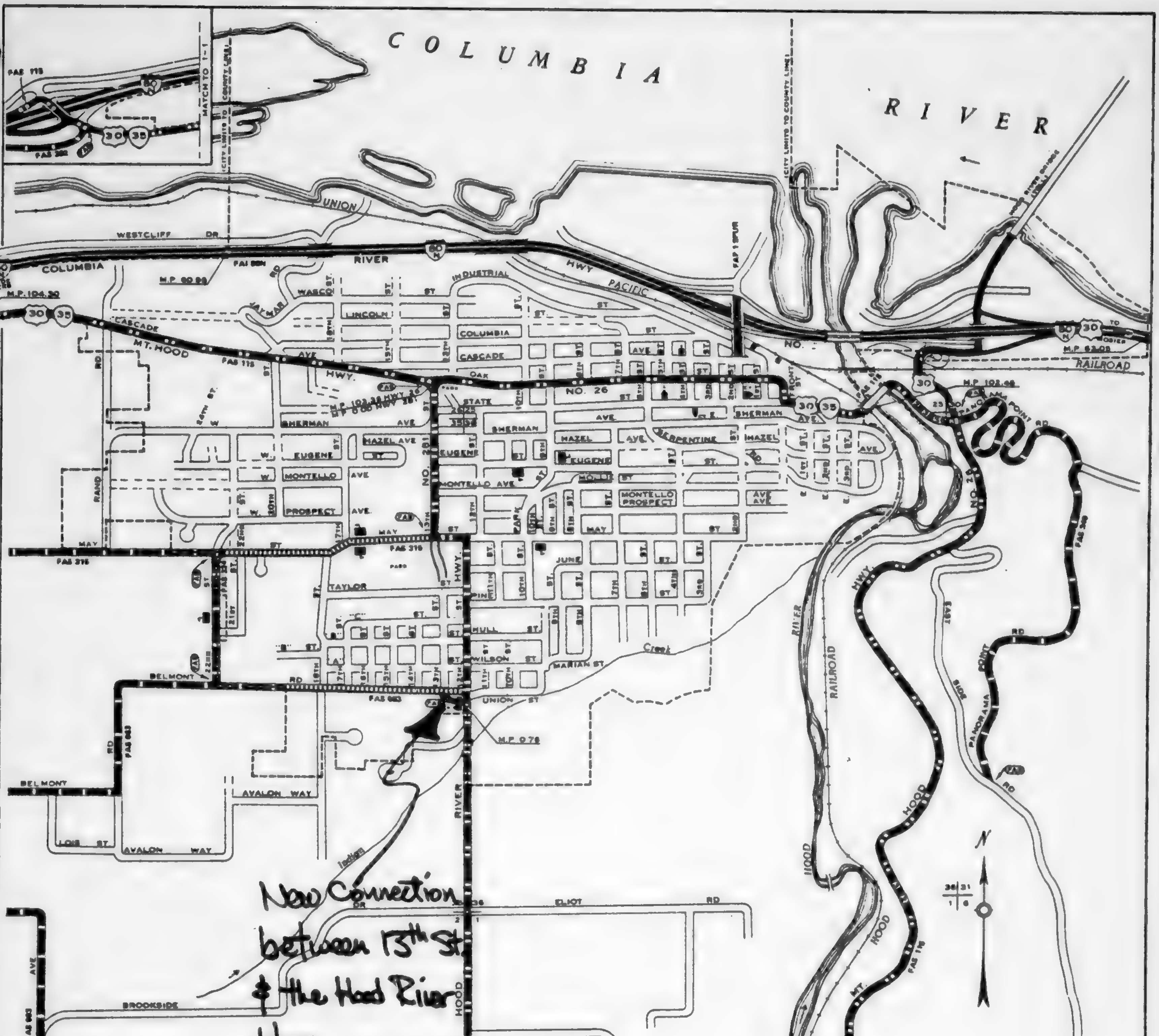
Advance Deposit Required PE ( ) Construction ( ) N/A (X)

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

* Remarks: Hood River County will release their FY'83 and FY'84 FASC allocation to the State as their contribution to this project. However, the project is actually on the FAP System.

The State will match federal funds up to our estimated $510,000 total project cost. Hood River County and the State will split (50%/50%) the match for any cost above $510,000., up to a maximum of $30,000. County contribution. Refer to Ed Hardt's letter of April 11, 1983 to Tony Kline, Hood River County Director of Public Works.


COLUMBIA
RIVER
UNION
PACIFIC
RAILROAD
WESTCLIFF DR
COLUMBIA RIVER HWY
INDUSTRIAL
WASCO
LINCOLN
COLUMBIA
CASCADE
MT. HOOD HWY
OAK
STATE
SHERMAN AVE
HAZEL AVE
EUGENE
MONTELLO AVE
PROSPECT AVE
MAY
JUNE
TAYLOR
HULL ST
WILSON ST
MARIAN ST
BELMONT
UNION ST
AVALON WAY
LOIS ST
ELIOT RD
BROOKSIDE
SUNNYSIDE AVE
SERPENTINE
Indian Creek
HOOD RIVER HWY
MT HOOD HWY
EAST SIDE RD
PANORAMA POINT RD
NO. 26
NO. 281
FAS 316
FAS 663
FAS 118
FAS 300
M.P. 104.30
M.P. 62.08
M.P. 0.76
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
HOOD RIVER
HOOD RIVER COUNTY, OREGON
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,160
Scale in Feet
Revised Aug. 1970

New Connection between 13th St. & the Hood River Hwy.

12th / 13th Couplet.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

April 11, 1983

In Reply Refer To
File No

Tony Kline, Director
Public Works
Hood River County
Courthouse
Hood River, OR 97031

You asked about what information will be presented to the Transportation Commission at their meeting on April 18 regarding the 12th-13th Couplet project in Hood River. I've had several conversations about the City/County proposal for the couplet with Scott Coulter and I've also sent him some written material. I'm not sure how much of this information he is going to present to the Commission but I will outline the key points that we have talked about.

Funding and Project Cost Our present estimate to complete the project is $510,000. This includes 40% markup on the construction estimate for engineering and contingencies which I believe is very conservative since we have done quite a bit of preliminary work and the actual construction should be quite straightforward. The City and the County combined have already spent $323,500 for the project which means that the total cost will be $833,500. By adding the $160,000 that has been offered by the City and the County to complete the project it means that the total local contribution will be $483,500 or 58% of the estimated total cost of the project. The remainder $350,000 would be contributed by the State for 42% of the project. If the balance of project cost exceeds the $510,000 estimated the County will share any overrun 50-50 up to a maximum of $30,000 County contribution. to match federal funds. ECM.

Maintenance The Highway Division would take over maintenance and operation of the 12th-13th couplet. In exchange for this additional maintenance burden ~~the County would take~~ over maintenance of West Cliff Drive which is presently under State maintenance.

Schedule and Design The design which we will carry forward, assuming we get Commission approval of the project, is one that lies behind the tavern and does not require it to be purchased. Due to the fact that the project will place additional traffic in a neighborhood we will have to do some environmental investigation and most likely will be offering to hold a hearing. Because of this it is unlikely, in my estimation, that we will actually be able to contract the project in time enough to have it completed this year. Once we get the Commission approval we will start up the project and pursue it as diligently as we can but realistically I doubt that the motorists will be able to drive on it this year.

The information above is essentially what I have given to Scott Coulter. I am anticipating that the Commission will approve the concept on the 18th and I will try to get word in time enough so you can report to your Commission the evening of the 18th. If they or the City Council would like a report from me after the Commission meeting I would be happy to oblige.

EDWARD L. HARDT
Metro Region Engineer

10,711

TRA 7.4.1
Hood River

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

April 25, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RE: Project Classification
May Street - Nix Drive
Hood River Highway
Hood River County
F-43(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class III, requiring the preparation of an Environmental Assessment, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour
Project Coordinator
Environmental Section

CG:lb

Attachments (4)

CONCUR:

for Division Administrator 5/10/83
Date

ENVIRONMENTAL SECTION
May 11, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (
L. E. George (2)
Keats Oliver
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs U
Phil Lewellyn
Surfacing Design
General Files
E. L. Hardt
Jef Kaiser
Clarence Eshelma
Harry Woodward
Bob Whipps

Form 734-3122

## PROJECT PROSPECTUS
### PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION
MAY STREET - NIX DRIVE; HOOD RIVER HIGHWAY

REGION
METRO

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way from the parking lot of a tavern and the grounds of a National Guard Armory would be required. The continued operation of these facilities is not expected to be significantly affected as a result.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project is consistent with the transportation and land use elements of the City's comprehensive plan. However, although zoning along 13th Street is for commercial use, the existing use is single-family residential and the project would result in a substantial increase in traffic exposure for these residences.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Present congestion through a commercialized area along Twelfth Street would be relieved by routing southbound traffic onto Thirteenth Street in a couplet fashion. The A.D.T. on Thirteenth Street would increase from several hundred to 4-6 thousand after the couplet is opened.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

A city park, located on Thirteenth Street within the project limits, would receive a substantial increase in traffic exposure as a result of opening up the couplet.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The introduction of through traffic on a heretofore lightly used residential street.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

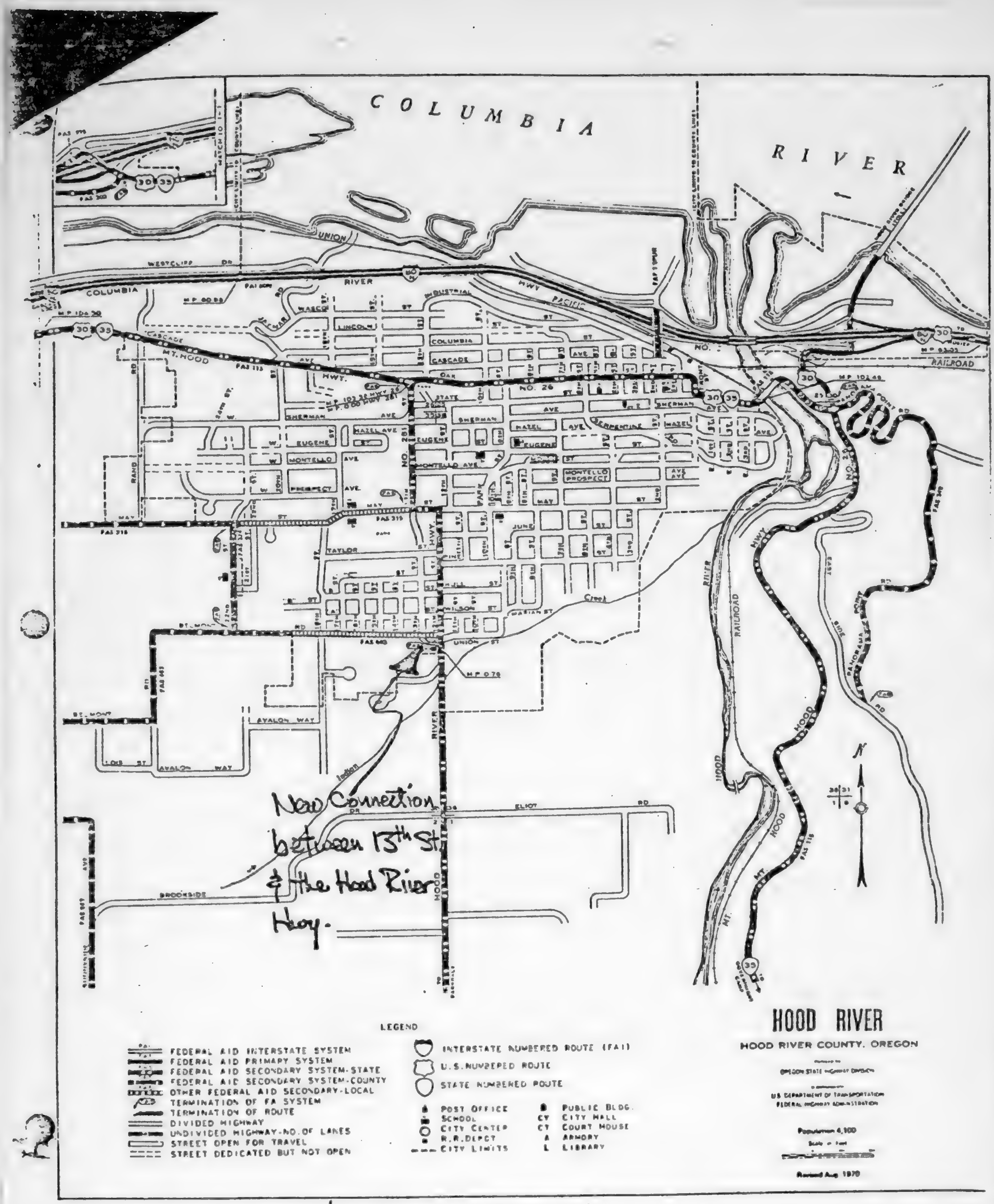
☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Noise Study Report

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X Jef Kaiser | 653-3221 | |


COLUMBIA RIVER
HOOD RIVER
HOOD RIVER COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,100
Scale in Feet
Revised Aug 1970
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
N

New Connection between 13th St & the Hood River Hwy.

12th / 13th Couplet.

12,691

Buz

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: April 6, 1983

CON In Reply Refer to File No.:

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: 12th-13th Couplet Project
Hood River County

On the agenda for the April meeting will be a request to add the 12th Street-13th Street Couplet Project in Hood River to the Six-Year Highway Improvement Program as a cooperative project.

The proposed 12th-13th Couplet is a project of long-standing with the City of Hood River, Hood River County, and the Highway Division. The City and County have requested that we add the project to our construction program. The project was shown in the February 22, 1978 program as one of many contingency projects that we have been unable to fund. In the meantime, the City and County, by pooling their resources, have completed the project except for the last portion that connects the two parts of the couplet at the south end. This has been an investment of about $323,500 to date. Now the City and County come to us with an offer to fund a portion of the remainin cost of the work to complete the couplet. This offer consists of the County providing their next two years' allocation of Federal Aid Secondary Funds amounting to about $160,000.

Our current estimate to finish the project, including preliminary engineering, right-of-way and construction is $510,000. This would be funded with about $160,000 County FASC funds, $290,000 State FAS funds, and $60,000 State funds The investments to date, plus the County's FASC funds, will result in a local participation of almost 60 pcercent of the total cost of a true cooperative undertaking.

I believe it would be a mistake not to accept the offer from the County and City to complete the couplet project, which has very strong local support in the community. I recommend your approval. —

HSC:ia

bc Fred D. Miller
R. W. Gormsen
W. E. Schwartz
E. L. Hardt
R. N. Bothman
E. S. Hunter
Gary Potter
George Bell
Harry Woodward

4-14-83

Bob Bothman:

this letter originated in Metro. Agreement is that State will do PE. Env. Assessment, public hearing, etc. will be required.

GP

cc Buz
Max
GAP

5-5-83
XC: H. REYNOLDSON
JLG

3122

STATE OF OREGON

NOTED
H. S. COULTER

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
APR 5 '83
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

TO: H. S. COULTER
State Highway Engineer

DATE: April 4, 1983

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: 12TH-13TH COUPLET PROJECT
HOOD RIVER COUNTY

Put on Agenda for April meeting

The 12th-13th Couplet project in the city of Hood River is a project of long standing with the City of Hood River, Hood River County, and the Highway Division. For as long as we have been having Six Year meetings and Six Year Programs, the City and the County have requested that we add the project to our construction program. We got as far as to show the project in the February 22, 1978 program as one of many contingency projects to be done if the voters approved a gas tax increase proposal. The vote failed and so the project was never formally in the program. In the meantime, the City and the County, by pooling their resources and with the Highway Division's advice and some staff assistance, have completed the project, except for the last portion which connects 13th St. (the new part of the couplet) back into our existing highway. I've attached a map showing the existing highway and the proposed 13th St. portion of the couplet.

Now the City and the County come to us with an offer to fund a portion of the remaining cost of the work to complete the couplet. I've attached a copy of a February 16 letter signed jointly by the County Commission Chairman and the Mayor in which they pledge Hood River County's next two years' FASC Federal allocation. The County's current allocation is about $95,000, but since the County owes the fund about $30,000 the net amount due from two years is about $160,000.

Our current estimate to finish the project, including preliminary engineering, right-of-way and construction is $510,000. This includes a 40% markup for engineering and contingencies for construction, which I believe is very conservative since we have done considerable preliminary work and the actual construction, considering the site, should be very straightforward. The City and the County, combined, have already spent $323,500 (see attached letters dated March 25 from the City and March 29 from the County documenting this), which means that the total cost of the project will be $833,500. Adding the $160,000 (the latest offer) to the local money already spent means that the "locals" will have put up $483,500, or 58% of the estimated total cost of the project. Deducting the $160,000 from the estimate to complete the project leaves $350,000, or 42% for the State's contribution.

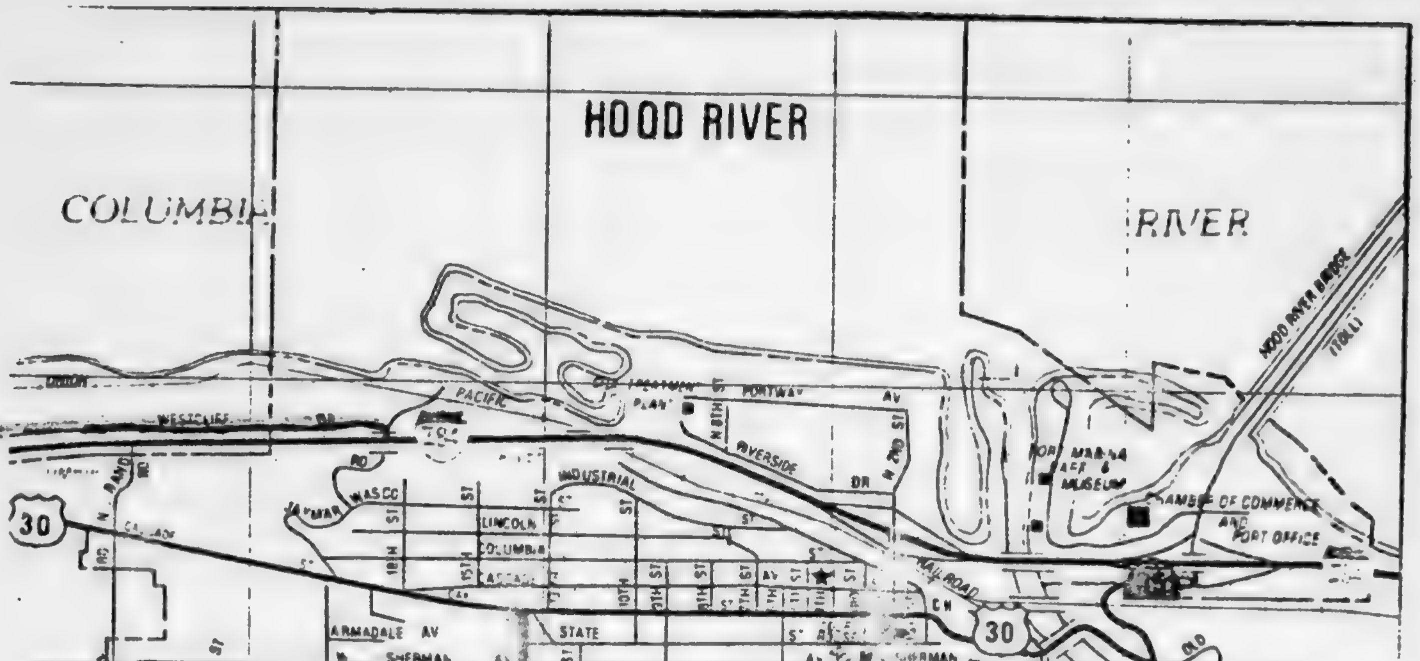
Contains Recycled Materials

[illegible]

I believe the 12th-13th Couplet project would fall under the heading of a "local" project wherein the locals have shown a strong interest and, in this case, will have put up almost 60% of the total cost. Much of this has been done at their own initiative with their own resources, which shows a strong local support for the project. When completed, the Highway Division will take over the couplet as part of our system which, theoretically, adds about 0.39 mile in the form of the southbound half of the couplet to our system. Compensating this, the County has agreed to take over maintenance of Westcliff Drive (see attached map), which is a frontage road lying north of I-84 and running from the West Hood River interchange 1.2 miles easterly towards the city. This should somewhat offset the increased maintenance burden created by the couplet.

I believe the City and the County have made us a reasonable offer in order to complete the couplet project, which has very strong local support in the community. It is my recommendation that you add the project to the current Six Year Program so that we can proceed towards completion.

ELH/cp
Attachments
cc Harry Woodward


HOOD RIVER
COLUMBIA
RIVER
HOOD RIVER BRIDGE (TOLL)
WESTCLIFF DR
PACIFIC
PORTWAY AV
RIVERSIDE DR
INDUSTRIAL
PORT MARINA PARK & MUSEUM
CHAMBER OF COMMERCE AND PORT OFFICE
RAILROAD
30
84
CASCADE
COLUMBIA
LINCOLN
WASCO
ARMADALE AV
STATE
SHERMAN
HAZEL
EUGENE
MONTELLO AV
PROSPECT AV
MAY
COUNTY SHOP
TAYLOR
REC AREA
JUNE
B ST
HULL ST
WILSON ST
MARIAN ST
BELMONT DR
UNION ST
AVALON PL
AVALON CT
PACIFIC AV
AVALON DR
LIMONT DR
HOLLY DR
LOIS DR
HENDERSON
CLIFF DR
INDIAN
FOXLEY
ELIOT DR
BROOKSIDE
TUCKER
OLD COLUMBIA RIVER DR
EAST SIDE HIGHLINE DR
MT HOOD
PANORAMA POINT

Present route

Proposed 13th St. [illegible]

Westcliff Drive

ANTHONY C. (TONY) KLEIN
DIRECTOR

HOOD RIVER COUNTY

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER OREGON 97031

PHONE 386-2616

CO PA EM BUD LM

March 29, 1983

Mr. Edward L. Hardt
Metro Region Engineer
Highway Division, Oregon State Dept of Transportation
9002 SE McLoughlin Blvd
Milwaukie, Ore

Dear Mr. Hardt:

In response to your request of monies spent on the 12th-13th Street Couplet to date I submit the following:

During the period of 1975 to 1979 Hood River County has contributed $217,000 dollars toward the completion of the 12th-13th Street Couplet. The money was used for construction and property acquisition stage.

This has enabled the city to complete the couplet from May Street to Belmont, leaving only the tie in at Belmont.

The city has also contributed $106,500 dollars towards the completion of this phase.

Please note the breakdown below:

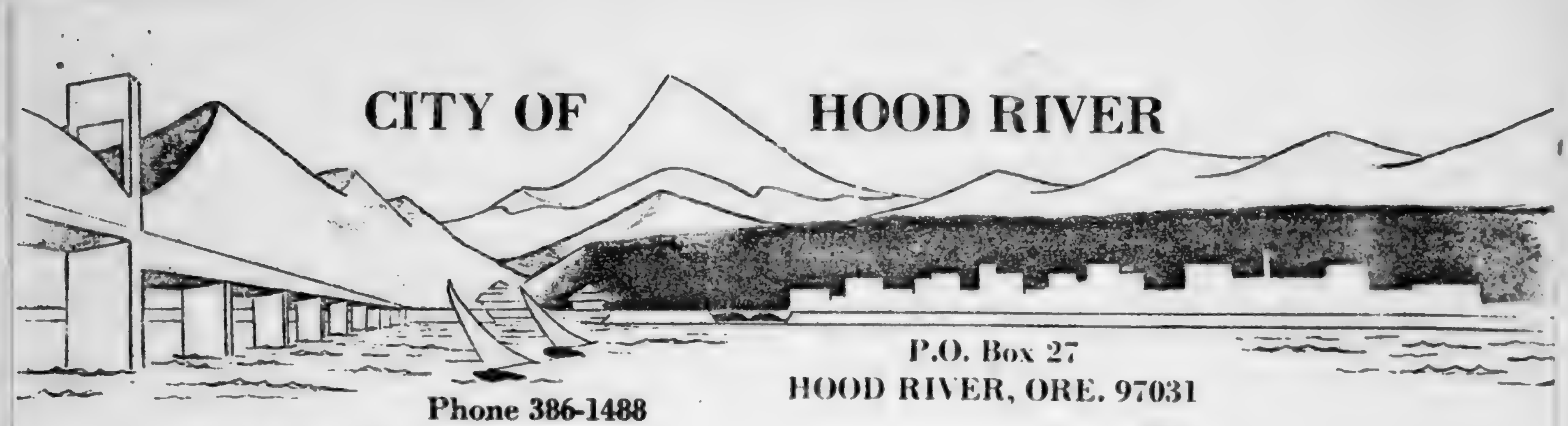
| | |
|---|---|
| County contributions to date | 217,000 |
| City contributions to date | 106,500 |
| Proposed additional County contributions | 160,000 |
| Total contributions City-County | 483,500 |

I hope this information answers your questions.

Yours truly,

Anthony C. Klein,
Director of Public Works

ACK:bl



CITY OF HOOD RIVER
P.O. Box 27
HOOD RIVER, ORE. 97031
Phone 386-1488

March 25, 1983

Mr. Edward L. Hardt
Metro Region Engineer
Highway Division
9002 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Mr. Hardt:

A few days ago Mike Stovall called me and asked that I furnish you with a recap of the charges that have been incurred and spent by the City of Hood River for the 12th/13th Street one-way couplet on the heights in the City of Hood River. Actual City costs over and above the money provided by Hood River County as part of our cooperative venture have been considerable. City dollars that have been allocated to this project are as follows:

| | | |
|---|---|---|
| 1. | Property acquisition for right-of-way | $ 42,548 |
| 2. | City property deeded for the right-of-way | 20,000 |
| 3. | Administrative costs for securing additional right-of-way on 13th St. | 5,000 |
| 4. | Waterline construction, Taylor to Belmont | 27,554 |
| 5. | 1982 Construction, intersections on Belmont at 12th & 13th Streets | 11,373 |
| | Total | $106,475 |

In addition to these direct charges, there were many other hours of time spent by engineering and administration to bring this project to the state of completion that now exists. Of course, the additional dollars the County allocated to the project have been significant and have enabled us to provide a finished street from May to Belmont on 13th Street.

It is our sincere desire that this project can be completed through the mutual cooperation of City, County, and State forces to make a viable one-way couplet through an area that has been a problem for many, many years.

If more information is desired on this subject, please feel free to contact me at any time.

Very truly yours,

Bruce A. Erickson
City Administrator

BAE:an

K. W. KIRBY
ADMINISTRATIVE ASSISTANT

TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

ELMER W. MURRAY, CHAIRMAN
RODGER A. SCHOCK – DISTRICT NO. 1
GLENN E. PALMER – DISTRICT NO. 2
LEE E. CURTIS – DISTRICT NO. 3
JERRY ROUTSON – DISTRICT NO. 4

HOOD RIVER, OREGON 97031

February 16 1983

Edward Hardt, Metro Region Eng.
Oregon Dept. of Transportation
9002 SE McLoughlin Blvd
Milwaukie, OR 97222

Subject: 12th-13th Street Couplet

Dear Mr. Hardt:

As a followup of the phone conversation with Tony Klein, Public Works Director, on the 31st of January regarding completion of 12th-13th Street couplet in Hood River, we would like to emphasize the following points.

The project is anticipated to become part of the State Highway system, and the portions that have been constructed to this point have been to State Highway standards.

As far as justification for the project, I think Hood River as a community has gone far beyond that stage. We have completed a transportation study of our Westside area which includes the City(we have enclosed a copy for your review). The report emphasizes that the intersection at 12th and Belmont is at this time handling more capacity than is safe and should be improved by completing the couplet. The high accident rate shows this.

The County and the City have both demonstrated their concern for this project by the completion of the first two phases and the financial investment we have made.

The community itself has expressed considerable concern through the news media and discussions with local officials.

We also emphasize to you that the County is still willing to make a financial investment to complete this project, but because of our shortfall in revenue it has become more difficult. So we propose that the County allocate to the Oregon Department of Transportation its next two years of Federal Aid Secondary monies and the State fund the remainder. The State will then acquire the property and proceed with construction.

The estimated cost to complete the tie-in at Belmont is $350,000 to $400,000 including property acquisition. The County's allocation of F.A.S. funds for that period will be about $150,000 to $160,000.

Continued, Page Two

Also $30,000 is available from this year's budget which would be used for widening of Belmont between 12th and 13th Streets.

The community feels that this is of such a high priority that it should be implemented in the current Six Year Plan and with all effort in the next construction season.

We need to know as soon as possible if this proposal is acceptable. You indicated to Mr. Klein that you would have an answer in about three to five weeks. We will be anxiously awaiting a response by mid-March.

Sincerely yours,

Elmer W. Murray, Chairman
Hood River County Board of Commissioners
Elmer W Murray

James T. Walker, Mayor
City of Hood River
James T. Walker

AK/djd

10,071

Sec 7-4-1
Hood R.

NOTED
H. S. COULTER

cy Hardt
4-1-83

Scott: OK #32

Ed Hardt was in (he's in lg. conf. room all morning) and wants to add the 12th-13th couplet job in Hood River to the Consent Calendar. I told him to send in a draft...but if you want to talk to him about it, I could get him out of the meeting.

Also, Pat said to tell you that Ed will have the new traffic counts on I-205 and analysis of the impact of the I-205 opening on the other road systems (especially I-5; and perhaps I-84 and Banfield)... Ed will get information to you before Commission meeting.

Tra 7-4-1
Hood R.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region I
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

August 5, 1982

In Reply Refer to
File No

RECEIVED
STATE HWY ENGR
AUG 6 '82
REFER TO
FOR
Info Inves R/D D.R Sign Act File

NOTED
W. E. SCHWARTZ

Elmer Murray
Chairman, Hood River Board
of County Commissioners
Courthouse
Hood River, OR 97031

Charles Beardsley
Mayor, City of Hood River
City Hall
Hood River, OR 97031

Gentlemen:

The Highway Division has completed its evaluation of the feasibility of constructing a temporary connection on Belmont Street in Hood River to connect the 13th Street couplet to 12th Street. Attached is a colored sketch showing the alignment and also one sheet showing a cost estimate which totals $79,350 for this work. The alignment shown utilizes a 55 ft. radius for the inside of the two curves, which is the minimum which we believe would be feasible for this connection. Also shown are the curbs and sidewalks which we have included in the cost estimate in the event that it is felt that they should be constructed. If the city and the county do not want to construct the curbs and sidewalks as part of this project, then that cost can be subtracted from the total estimate. We have shown full-depth surfacing for the portion of the street that is not paved, plus a 2-inch overlay over the entire street. We've also indicated some widening on 12th Street to accommodate a four-lane section at Belmont. You will note that Belmont Street is shown as a one-way, three-lane street.

This cost estimate includes a factor of 40% for "Engr. & Contingencies". This amounts to $20,330 and is a standard factor put into an estimate at this stage of development. This figure most likely would turn out to be much less if the project is built since engineering would be quite simple; in fact, perhaps the city or county would absorb it, and the construction "unknowns" should be minimal.

We believe this alignment is sufficient for an interim solution to utilization of the 12th-13th couplet. However, since it is not the permanent alignment which would require either purchase of the tavern or property behind the tavern, we would not add 13th Street nor Belmont

Street to the highway system. Those two streets would remain under the control, jurisdiction, and maintenance of the City of Hood River. Construction of this interim connection would allow utilization of the couplet, however.

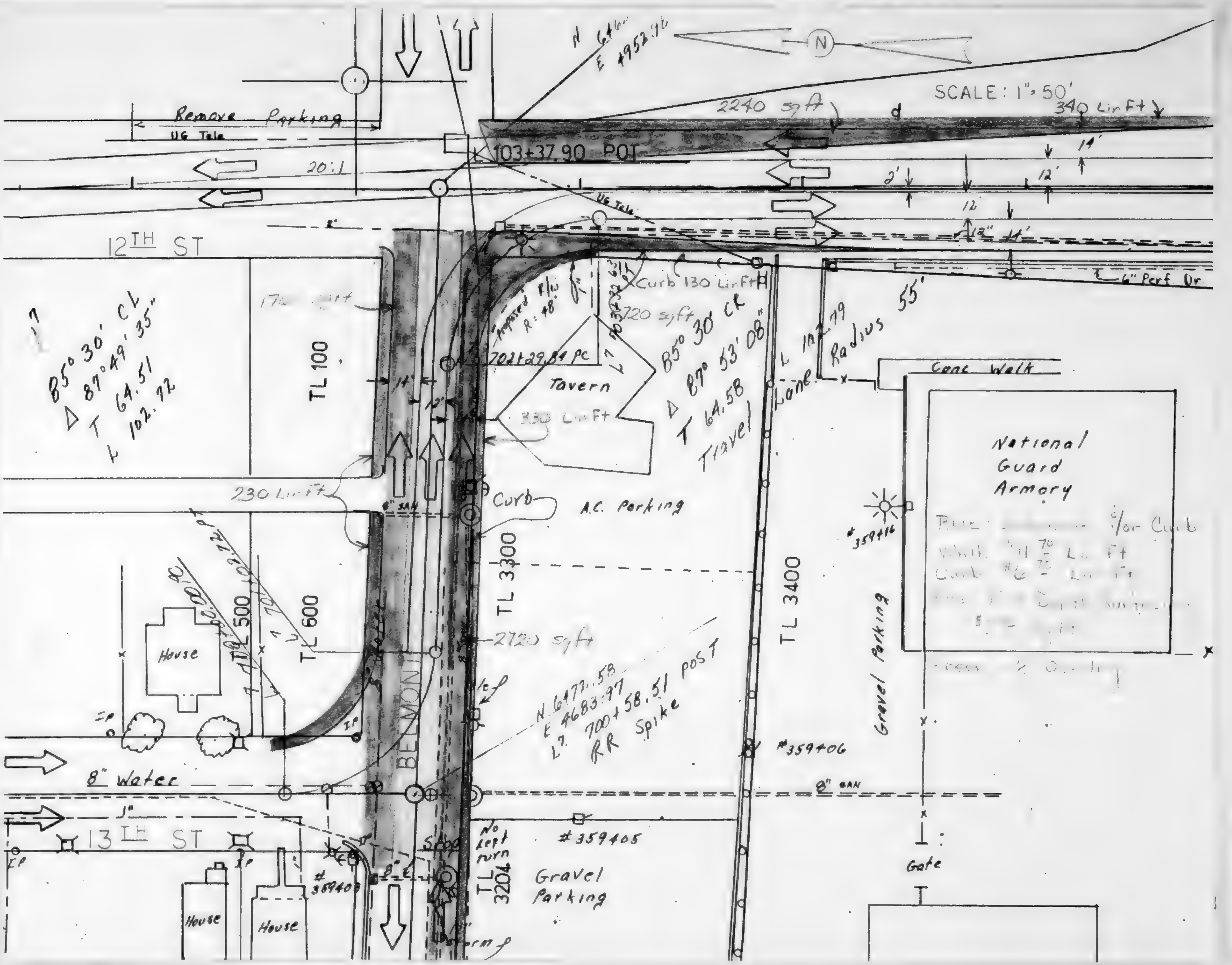
If the county and the city are interested in such a temporary solution which would not be added to the highway system, I would be happy to meet with you and discuss it further.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

ELH/cp
bc W. E. Schwartz w/attachments
Hal Versteeg "
Harry Woodward "
E. J. Dunn "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Tavern
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Travel Lane
Radius 55'
Curb
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E 4683.97
L7 700+58.51 post
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8" SAN
#359405
Gravel Parking
Conc Walk
National Guard Armory
/or Curb
Lin Ft
#359416
Gravel Parking
Gate

Summa: - Bid Schedule - Cost Estimate

Section: Belmont St Couplet (Recon Lt modified) County Hood River

Kind of Work Grade & Pave Length 0.1 Name Goldsby
o/L Exts Belmont w/widening

| o. | Item | Code | Unit | Quantity | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | LS | All | 8% | 3764 |
| | Temp Protect & Direct Traffic | | LS | All | 3% | 1370 |
| | Temporary Signs | | Sq Ft | 120 | 6.00 | 720 |
| | Temp Plastic Safety Markers | | Each | 10 | 80.00 | 800 |
| | Flagmen | | Hour | 100 | 23.50 | 2350 |
| | Removal of Structures & Obstructions | | LS | All | — | 1500 |
| | General Excavation | | Cu Yd | 413 | 6.00 | 2480 |
| | Trench Excavation | | Cu Yd | 250 | 10.00 | 2500 |
| | Watering | | M Gal | 10 | 10.00 | 100 |
| | Course Aggregate Base | | Ton | 834 | 9.00 | 7500 |
| | Class "B" AC Mixture | | Ton | 277 | 15.00 | 4155 |
| | Asphalt Cement | | Ton | 18 | 180.00 | 3240 |
| | Asphalt in Tack Coat | | Ton | 1 | 250.00 | 250 |
| | 12" Culvert Pipe | | Lin ft | 600 | 12.00 | 7200 |
| | Type G-2M inlet | | Each | 3 | 500.00 | 1500 |
| | Concrete Walks | | Sq Yd | 500 | 13.50 | 6750 |
| | Concrete Curb Type C | | Lin ft | 1030 | 4.50 | 4635 |
| | | | Sub | Total | | 50 820 |
| | Engr & Contingencies | | | | 40% | 20 330 |
| | | | Sub | Total | | 71 150 |
| | Additional Anticipated Items | | | | | |
| | Permanent Signing | | | | | 2000 |
| | Permanent Striping | | | | | 1200 |
| | | | | | | |

Construction Total 74 350

45686 Right of Way 5.000

Total 79.350

10,271

GENERAL FILES

[illegible]
Hood Riv.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

NOTED
H. S. COULTER

June 21, 1982

The Honorable Charles F. Beardsley
Mayor
City of Hood River
P. O. Box 27
Hood River, Oregon 97031

As you have pointed out, the Highway Division has been working closely with the City of Hood River and with Hood River County on the construction of the 12th-13th couplet. We are aware that all but the most southerly section has been completed.

Recently, at the request of Chairman Elmer Murray, our field engineers have been looking into the feasibility of a low-cost alternative alignment at the south end of the couplet. We were asked to determine if such an alignment would satisfactorily handle traffic and, if so, what its cost would be. This study is about completed and as soon as it is the results will be sent to both the City of Hood River and to Hood River County. The data in the Spanovich-McFarlane report has been reviewed by our staff making this study. If all three parties agree that this is a workable solution, then I would expect the project would go forward in that direction. On the other hand, if either the city or the county feels that this revised plan is not acceptable, then the original alignment will be adhered to. Since city and/or county funding is being used for this project, we want to give you and the county the greatest latitude in selecting the alignment and, therefore, the cost of the project. If the study we are doing finds a feasible low-cost alternative alignment, then we will leave it to the city and the county for the final determination.

I appreciate the time, effort and money that the city and the county have put forth for the couplet project and we will continue to cooperate with you towards the final product.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
  for Operations

cc H. S. Coulter

ELH:cp st
bc E. L. Hardt
Harry Woodward

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. COULTER
State Highway Engineer

DATE: June 16, 1982

FROM: EDWARD L. HARDT
Metro Region Engineer

Edward L Hardt

SUBJECT: 12th Street-13th Street Couplet
City of Hood River
Hood River County

You asked for a draft response to a letter from City of Hood River Mayor Charles Beardsley regarding the 12th-13th Street couplet project in that city. This response is attached.

The city and the county have been working for a number of years on a 12th-13th Street couplet which would diffuse traffic through the upper portion of the city of Hood River. The Highway Division has not been able to fund the project but we have been helping by providing engineering and right-of-way support. The last uncompleted link in this couplet involves the purchase of a tavern valued at several hundred thousand dollars in order to utilize the alignment provided by the Highway Division. The county has run short of money for this right-of-way purchase and, instead, has asked us to see if we can find a low-cost alignment "around" the tavern, instead of through it. I attended a meeting in Hood River several weeks ago about this proposal (see attached memo to the file). I perceive there is some conflict between the city and the county as to the appropriate alignment for this last link. My attitude is that as long as we can show an alignment which will satisfactorily handle the traffic, that it will be up to the locals to decide which way they want to go, since it is their money and their city that's involved, and the draft response that I've prepared for you reflects this concept. We've just about completed the study mentioned and I will be forwarding it to the city and the county for their review and action in a few days. Incidentally, the Spanovich and McFarlane transportation report recently done for the city has been reviewed as part of the study.

ELH/cp
Attachment

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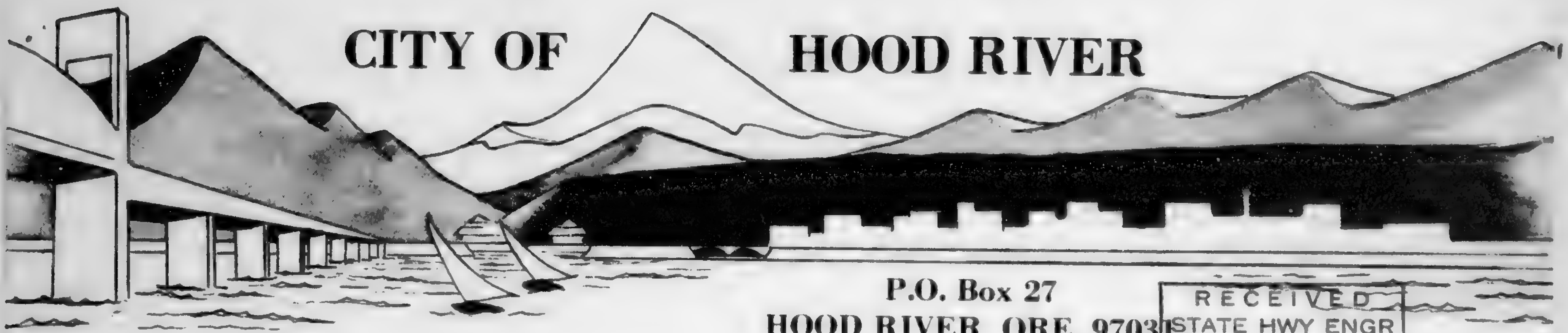

**CITY OF HOOD RIVER**

**P.O. Box 27**
**HOOD RIVER, ORE. 97031**

RECEIVED
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Ed Hardt
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6/11
cy

due 6-21

June 9, 1982

H. Scott Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

RE: City of Hood River - One-way Couplet

Dear Mr. Coulter:

For more than ten years the City of Hood River has been diligently working toward completion of a one-way couplet on Twelfth and Thirteenth Streets between May Street and Belmont Road. Much progress has been made and, when completed, the couplet will significantly reduce traffic congestion in an area of high need.

A short (600 ± feet) but costly section of the couplet remains to be built and it is our hope to accomplish this in fiscal year 1983. Because the couplet involves the State Highway system we have received considerable support by way of engineering, cost estimates, and property appraisals from the OSHD for which we are most grateful.

In July 1980, as stated in the OSHD narrative report, the "L-5" alignment was recommended and the City and County agreed upon this alignment. It was selected following intensive study and coordination and remains the City of Hood River's first choice for completion of this urgently needed project.

Over the years the need for the couplet has become even more apparent. Recently, Spanovich and McFarlane, experts in the area of transportation studies and analysis, completed a transportation study for Hood River County. We want to call this very recent study to your attention because it contains much useful information concerning our problem with the couplet. To quote from page 2 of the executive study, it states "clearly this area is the study area's worst current year problem".

The purpose of my letter has been to call to your attention the Spanovich and McFarlane study, restate our previously agreed upon first choice for completion of the couplet, and thank you for your continued support.

Sincerely

Charles F. Beardsley

Charles F. Beardsley
Mayor

CFB/wlm

TKF 7-4-1

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

ORIGINAL SIGNED BY
EDWARD L. HARDT

DATE: May 14, 1982

RECEIVED
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MAY 17 '82
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| Info | Inves | R/D | D/R | Sign | Act | File |
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FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: 12th Street-13th Street Couplet
City of Hood River
Hood River County

NOTED
W. E. SCHWARTZ

At Hood River County Commission Chairman Elmer Murray's request, Mike Stovall, Harry Woodward, and I met with Mr. Murray, three other members of the County Commission, and Public Works Director Tony Klein in Hood River at noon on May 12 at the Hood River Inn. The purpose of the meeting was to discuss whether the Highway Division could accept a plan for the southerly connection of the 13th Street leg of the proposed couplet, which would lie "in front of" the tavern, instead of behind or through the tavern, as plans previously suggested by the Highway Division would do. The problem is that the assessed value of the tavern is around $200,000 --- the County feels that the actual cost will be higher than that --- and they do not wish to expend that much money in order to connect 13th Street back to the highway route on 12th Street (see the attached sketch for an amplification of what the two different routes would look like).

I told the County group that I was willing to explore a plan that did what they wanted, that is, not require the removal of the tavern, provided that we could design a proper curb radius to allow trucks to make the turn from Belmont Drive to 12th Street easily (55' radius, for example). It was pointed out that this alignment would be better than that presently existing at the north end of 12th Street, where it intersects with May Street at a 90 degree street-type intersection. Also, the same 90 degree street-type connection exists today where May Street intersects with 13th Street.

We also discussed the Highway Division's willingness to take over the couplet as a highway route. The concept of a 12th-13th couplet has been long accepted by the Highway Division, as noted by our willingness to help the County and the City with the design of the project, and with the right-of-way acquisition. This was documented in a letter several years ago from Scott Coulter to the County and the City. I told the County group that we were not keen on taking over any more snowplowing responsibility in the city of Hood River, since our maintenance crew was stationed at Parkdale and that usually during a heavy snow storm their attentions are directed to the higher elevations of the mountain and hence find it difficult to do an adequate job of plowing in the city of Hood River. I suggested that we would perhaps be willing to take on the responsibilities of the couplet, including snow and ice control, if the County or the City would be willing to take over the snow and ice control of the existing 12th Street route between May

Contains Recycled Materials

Street and Cascade Street (locally known as "hospital hill") and that also, as part of the package, we would expect either the City or the County to take over jurisdiction of the Westcliff Drive frontage road, which has no connection to the 12th-13th couplet but is a short piece of frontage road that could be better looked after by local interests.

After concluding this discussion with the County, the group reconvened at the site at 13th Street and Belmont Drive where we met representatives of the City, City Manager Bruce Erickson and City Engineer Pete Harris. We reviewed the concept of bringing the road in in front of the tavern on the ground with County and City people and decided the following:

- OSHD would do a traffic circulation study to determine the number of lanes and direction of lanes on Belmont Drive and we would also determine by this study the need for any other expenses for the project, such as additional traffic signals --- Tom Schwab will do this. It turns out we most likely have most of this data already and we just need to freshen up the work we have done previously.

- OSHD will determine the available right-of-way space on the highway on 12th Street at Belmont Drive to determine if additional right-of-way will be required to provide a four-lane section at that point. Using the results of the circulation plan, we will prepare a plan and a cost estimate for connecting Belmont Drive to 12th Street --- Curt Duval will tend to this. Included in this estimate will be the cost of sidewalks, which the City will require.

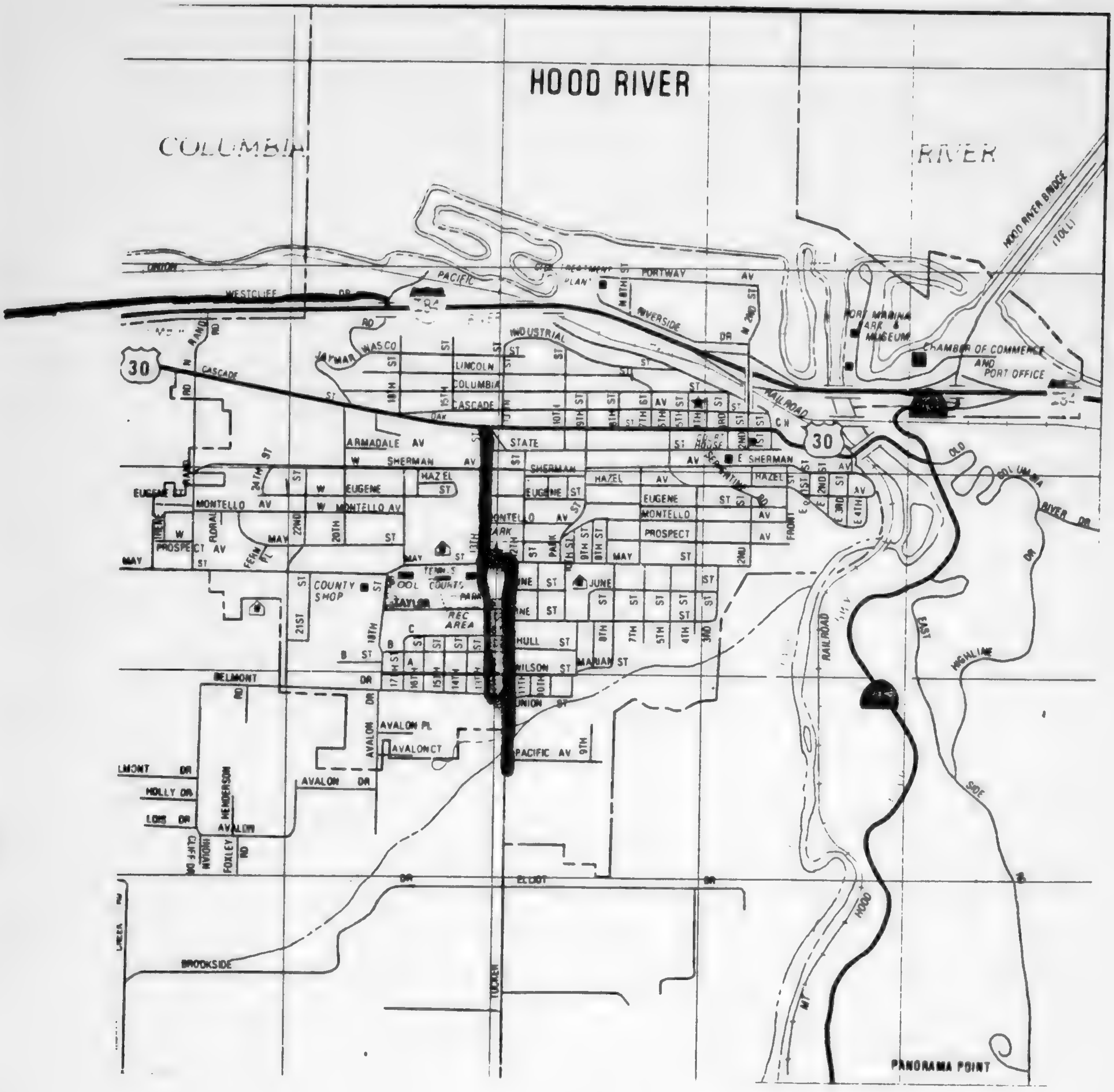
When the above information is available it will be conveyed to the County and the City in order that they can determine if they wish to proceed with the actual construction. At that time negotiations for maintenance responsibilities will be undertaken if the decision is to proceed with the couplet. It was assumed by the local parties that there may be some right-of-way needed in front of the tavern. I told the locals that we would have this information for them in four weeks, so I am expecting it from Tom Schwab and Curt Duval in three weeks.

ELH/cp

cc Pat Schwartz - The City and County have been pushing the concept of a couplet for 5-6 years. We've agreed it was reasonable but never prioritized it high enough for funding. Locals have gone ahead anyway with their own money and built it with our help with design and R/W acquisition. I've attached a map showing what it looks like. I'm assuming that when completed we would route our highway over it and assume maintenance responsibility. If you have any problem with that, I need to know it. Scott is familiar with it.

Bob Schroeder
Harry Woodward
Curt Duval
Tom Schwab
Ken Rolfe

Attachment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COLUMBIA
RIVER
HOOD RIVER BRIDGE (TOLL)
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PORT MARINA PARK & MUSEUM
CHAMBER OF COMMERCE AND PORT OFFICE
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RAILROAD
WASCO
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ARMADALE AV
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COUNTY SHOP
TENNIS COURTS
REC AREA
JUNE
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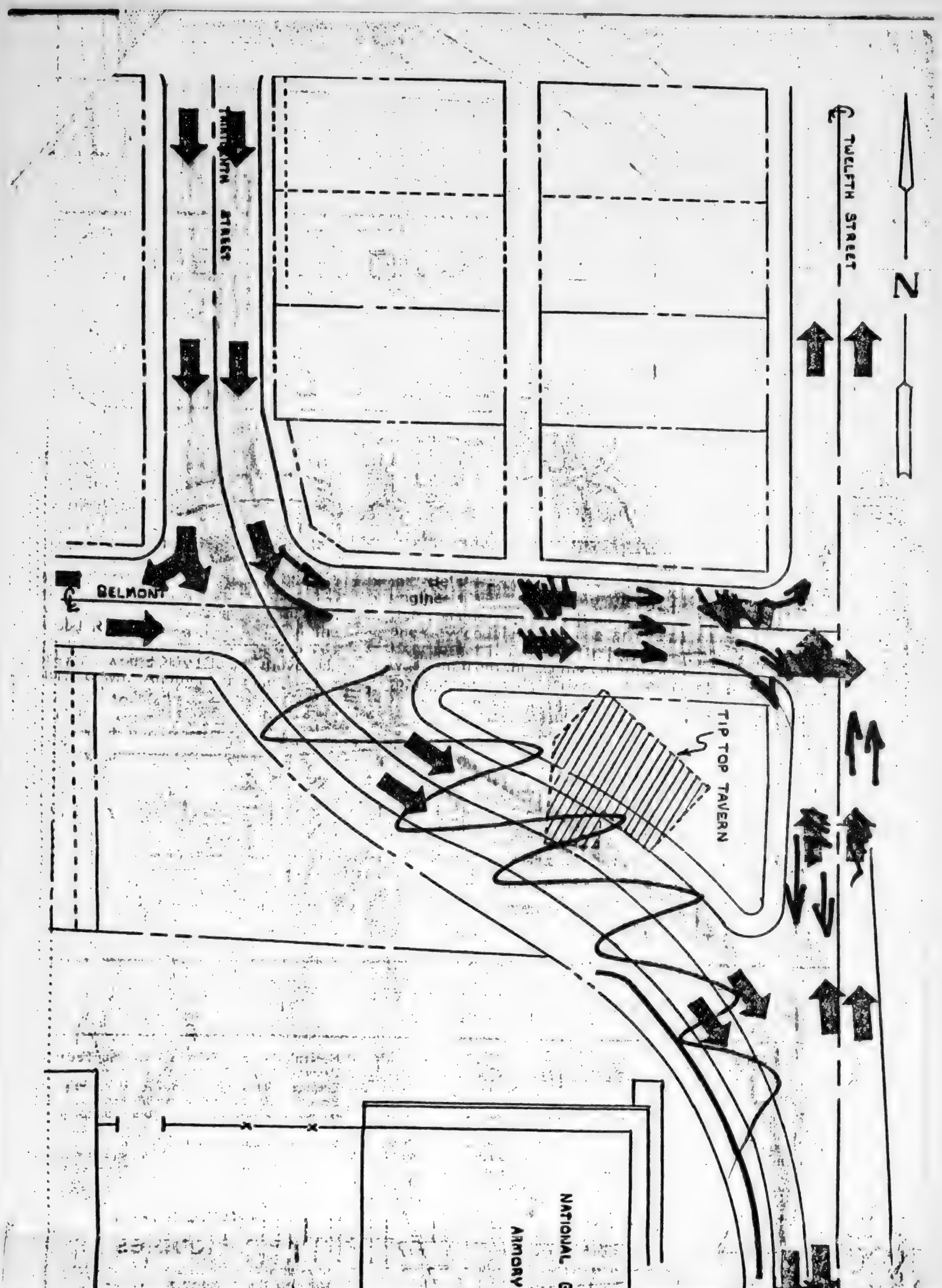
WILSON ST
MARIAN ST
UNION ST
BELMONT DR
AVALON PL
AVALON CT
AVALON DR
PACIFIC AV
HENDERSON
FOXLEY RD
ELLIOT DR
BROOKSIDE
TUCKER
EAST SIDE HIGHLINE RD
OLD COLUMBIA RIVER DR
MT HOOD HWY
PANORAMA POINT

━━ Present route

━━ Proposed 13th St. Couplet

━━ Westcliff Drive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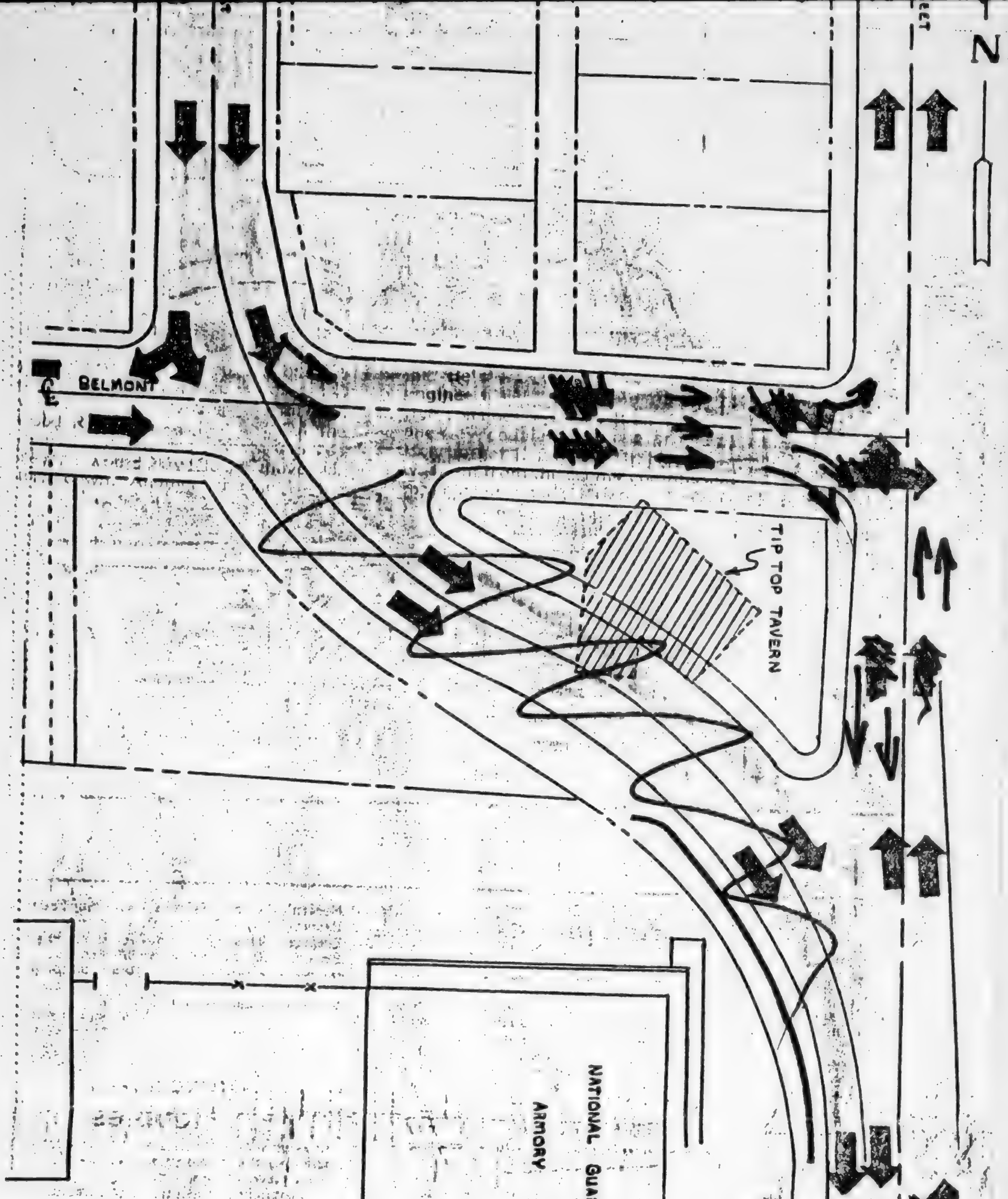

**TOP CHOICE** — The "new look" proposed for the Belmont-12th-13th street intersection here looks like this, if a way can be found to bring it about. As the arrows illustrate, it would allow one-way traffic through Hood River's busy heights. But the map also illustrates that the Tip Top Tavern would have to be moved or torn down. Another change — the Tucker Road entrance to the National Guard Armory would be blocked off. It would be replaced by a new access off Belmont west of 13th. State engineers designed this plan, one of five considered as the final link in a one-way couplet. The one problem: How to get it funded. That question was sent from the county commission to the county budgeters here Monday.

Buy Now and SAVE

Gas Prices Going Down

CAMPERS

# Couplet on county slate; but priority stays low

A bid by the city of Hood River to complete a one-way couplet link at Belmont between 12th and 13th streets was sent to the County Budget Committee Monday, but an attempt to put it at the top of a public works priority list was rebuffed.

At its most recent previous meeting the county commission had approved a list of priority projects that did not include the long-sought one-way couplet link. But after members of a large delegation representing the city made a presentation, the commission agreed to enter the proposal at the bottom of this year's priority list to be studied by the budgeters.

Representatives of Cascade Locks also made a presentation, and their request was also added to the list of public works items going to the budget committee the next night. That meeting was scheduled after News press time.

The city of Hood River has proposed that the county include $400,000 in its 1982-83 public works budget to purchase right of way and develop a final link that would convert 12th and 13th streets into a one-way couplet through Hood River's Heights. Twelfth would be one-way north; 13th one-way south between Taylor and Belmont.

City, county and state officials have all been cooperating to bring the couplet to its present state. And recently, the attention focused again on it when an independent traffic survey labeled it the county's future number one trouble spot if it is not resolved. The survey indicated the one-way couplet would deal with the mounting traffic problem.

The county has provided money to open a section of 13th, pave and widen another segment. The city has provided engineering and administrative work; the state has done design and appraisal, since it involves a state highway.

But one bottleneck remains, one that would involve displacing the Tip Top Tavern at 12th and Belmont, and redesigning the intersection to link with an existing four-lane route leading south from Hood River.

Pointing to the county-commissioned traffic survey, Hood River Engineer Pete Harris said "They point out this was the study's worst problem."

He told the commission that if the funds could be allocated, "we now have the means to do something about it. If we have the money, by this time next year it would be completed or well underway."

He presented a state-designed plan which, if constructed, would probably eventually lead to acceptance of the whole network as a link in the state highway route through the Hood River Valley.

Commissioner Rodger Schock posted a mild criticism of the city for not opening discussions with the owner of the tavern in the path of the improvement. But Mayor Chuck Beardsley said he felt it would be futile to enter negotiations without any money. He said once the funds have been allocated, a right of way agent would be selected to push property acquisition.

"We feel this affects many more people that the traffic count indicates," he told the commission

Commissioner erry Routson asked just where the city participation lay. Beardsley responded that the city expects to put the engineer on the project. "With the exception of the engineer, we're depending on county funds," he conceded. "We budget less than $40,000 for road improvements," he said, adding that the city street department has 2.5 persons on the staff.

Mary Reed, a city council member who also owns a business on the streets under consideration, said her awareness of the problem has been heightened since she moved there. She urged the commission to act to resolve the bottleneck.

The county might have been able to put the project in its public works budget without problems in some years, but the situation has changed markedly this year.

The budget depends heavily on U.S. Forest Service timber revenue allocations, and they have dropped precipitously this year as housing construction in the U.S. ground nearly to a halt. That means a tremendous cutback in funding availability, since the public works department receives no general tax money for its budget.

Board Chairman Elmer Murray, who said he had been for the couplet project "since day one," nevertheless had some misgivings because of the funding. "Nobody has an accurate figure on Forest Service revenue," said "We don't know what funds we're talking about."

Commissioner Shirley Ekker said she "had a problem" with the city request to place the project as top priority. She said it "seems strange" it is the city's top priority this year, when other projects requiring county funding had been pushed harder in the past. "We have our own priorities," she said, saying she could not support the couplet link above the county priority projects.

Those top county priorities include riprap at Toll Bridge and Woodworth Bridges; realigning and improving a segment of Lost Lake Road at Dee; opening Lingren Road between Davis Drive and Chevron Road in Odell; and a west side arterial route.

It was moved to add the couplet link project onto the priority list, but it was amended by Ekker to place it as number five on the priority list, behind the established projects. The amendment passed 3-2, with Schock and Glenn Palmer opposing it. The insertion of the project on the list won full approval.

Chairman Murray, notwithstanding his general favor for the plan, had some criticisms, too. "I don't think this is the year to make these kinds of allocations, the timing is lousy," he said. The discussion was scheduled to resume again the next night, so after placing the item on the budget agenda, the commissioners recessed the meeting briefly.

When they returned, they heard a more modest presentation from Dick McCulley of Cascade Locks asking for inclusion in the public works budget for $7,500 to improve a Cascade Locks culvert trouble spot. He said it would cost $3,300 in cash, the rest would be in county crew labor. It was placed No. 6 on he priority list.

Too Late To Classify

STONEHEDGE INN will open at noon on Mother's Day, May 9. Treat mom to something special — dinner at Stonehedge or a Stonehedge gift certificate, available in any amount. Now taking reservations. 3405 Cascade Drive, Hood River. 386-3940.

CHOICE BUILDING site at Rowena Dell. All underground utilities, mature trees, paved road, lots of water, place to raise your own beef or keep a horse. $16,950, terms, 10% interest. 478-3526.

GIVE MOM a lift on Mother's

LARGE REWARD offered for lost camera lens and exposed film of wedding at Riverside Community Church, Saturday, May 1, 1982. Phone 387-4165 or 386-2750.

MOTHER'S DAY special: 10%

FIVE ACRES, park-like setting with tall pines and oak. Beautiful mountain view, phone, power, good roads, 15 minutes to Hood River. $14,950, good terms, 10% interest. 478-3526.

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Hood River

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 29, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: 12th-13th Street Couplet
City of Hood River
P.E. Only

2179-L

The City of Hood River has requested that the State perform the P.E. for a portion of the 12th and 13th Street Couplet. This portion will extend southeasterly approximately 600 feet from the intersection of Belmont Road and 13th Street to approximately M.P. 0.77 on the Mt. Hood Highway. The survey is to be done for the City and is to include a design for a retaining wall in front of the National Guard Armory. P.E. is to be at State expense. County will be responsible for the additional right-of-way.

| JURISDICTION | SECTION | STATE FUNDING |
|---|---|---|
| City of Hood River | Belmont Rd. to Hood River Hwy.<br>Section on extension of 13th St. | $13,750 |

The Region and this office have investigated this proposed project, confirming its validity and financing. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:
H. S. Coulter
H. S. Coulter
State Highway Engineer

Date 5/2/80

HR:pf
Attachment
D. E. Swan - Please process and update PMS.
cc w/Attachment:

P. B. Klaboe
E. S. Hunter
D. H. Moehring
C. T. Keasey
R. L. Schroeder
L. W. Rulien
George Bell
J. H. Versteeg
L. E. George
F. E. Terpin
W. T. Hart

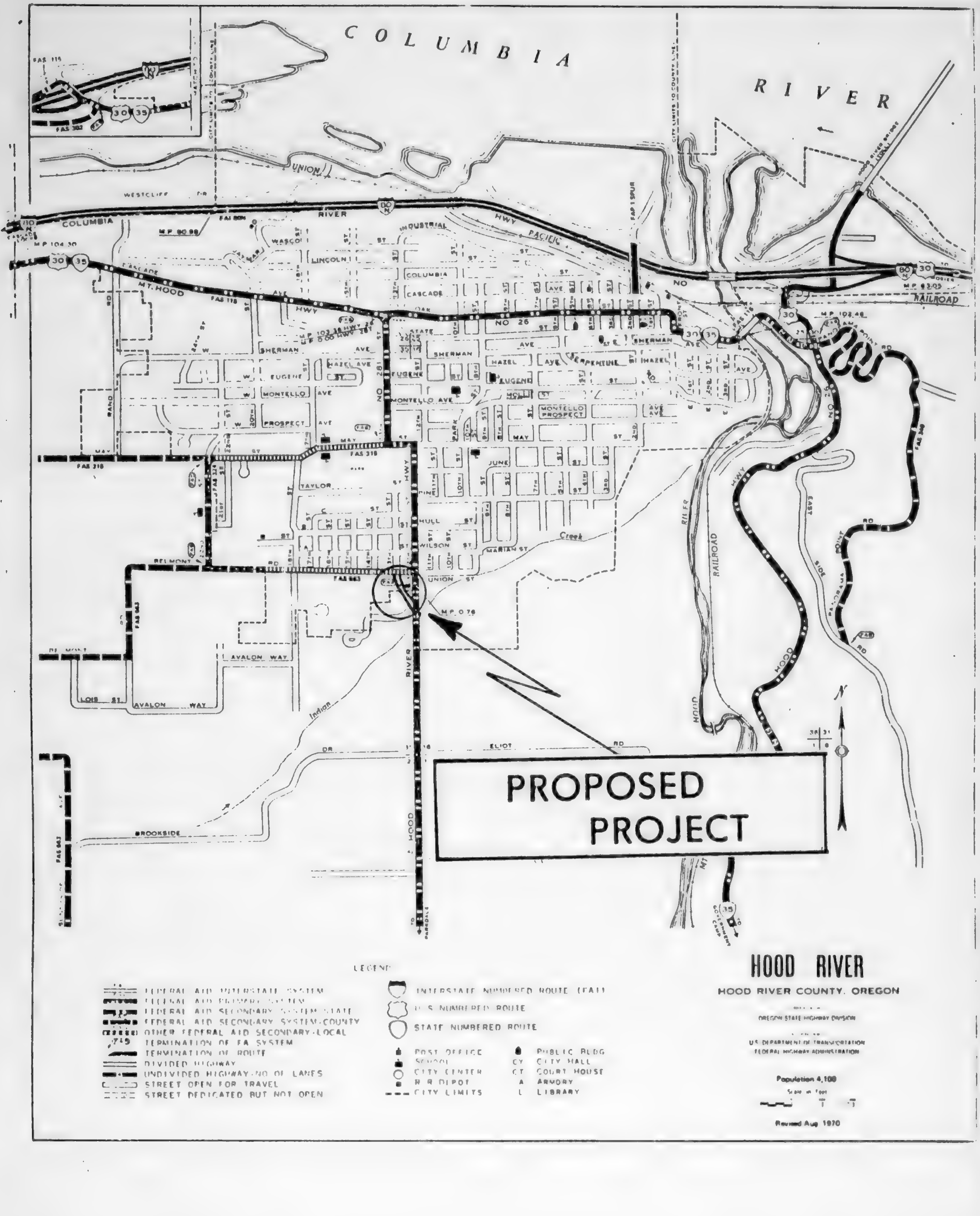
J. B. Boyd
R. Trygstad
G. Potter
D. O. Christensen
J. Sullivan
F. W. Yarbrough
George Wills
Phil Lewellyn
Frank Lowe
Region 4:
  Dale Allen
  John Hagedorn
  Harold Brainard

5-2-80

RECEIVED
DOT DIRECTOR
MAY 7 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Contains Recycled Materials
1-125-1387

SP*75683-12*


COLUMBIA RIVER
PROPOSED PROJECT
COLUMBIA RIVER HWY
PACIFIC
INDUSTRIAL ST
RAILROAD
MT. HOOD HWY
NO 26
NO 281
HOOD RIVER HWY
EAST SIDE RD
PANORAMA POINT RD
WESTCLIFF DR
CASCADE
COLUMBIA
LINCOLN
WASCO
STATE
OAK
SHERMAN AVE
HAZEL AVE
EUGENE ST
MONTELLO AVE
PROSPECT AVE
MAY ST
JUNE
TAYLOR
PINE
HULL ST
WILSON
MARIAN ST
UNION ST
BELMONT RD
AVALON WAY
LOIS ST
ELIOT RD
BROOKSIDE DR
Indian Creek
SERPENTINE
FAS 318
FAS 563
FAP 1 SPUR
M.P. 0.79
M.P. 104.30
M.P. 60.98
M.P. 63.05
M.P. 102.46
TO PARKDALE
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
HOOD RIVER
HOOD RIVER COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,100
Scale in Feet
Revised Aug 1970

10,071

Div 7-4-1
Hood River

**STATE OF OREGON**
Department of Transportation
Metropolitan Branch

**INTEROFFICE MEMO**
Telephone: 238-8226
Date: April 9, 1980

File No: 78-2

TO: H. S. COULTER
State Highway Engineer

FROM: D. R. ADAMS
Project Development Manager

SUBJECT: 12th St./13th St. Couplet
Belmont Road-Hood River Highway Section
City of Hood River
Hood River County

Attached is a proposed authority for survey and location prospectus for ODOT to perform preliminary engineering on the subject project for the City of Hood River. When constructed, this 600 foot extension of 13th St. will close the gap on the south end of the 12th St./13th St. Couplet.

I am requesting your approval for the State to perform the field survey to establish vertical and horizontal alignment, design a retaining wall, compute quantities and provide a cost estimate for the City of Hood River. This work will require an estimated expenditure of $5,000 in State funds.

Commissioner Murray has been in contact with you concerning this project.

ECM:DRApq

Attachment

cc F. E. Terpin
M. J. Klotz
Curt Duval
Jon Rose

pls approve through normal channels - this is a commitment we made

RECEIVED
STATE HWY ENGR
APR 17 '80
REFER TO
Terpin
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

4-18

Form E-39 (Rev. 9-71)

PLANNING FILE NO. 78-2

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Belmont Road - Hood River Highway

Highway 13th Street (City Street)

County Hood River

Date April 4, 1980

Authorization No. 1

Survey Prefix ........ (Assigned by Salem office)

Description of termini, route, length, etc.:

The north termini is the intersection of Belmont Road and 13th St., City of Hood River. The south termini is approximately M.P. 0.77 of the Hood River Highway. Also identified as 12th Street.

Approximately 600' in length.
Proposed:

Connect 13th St. to 12th Street by extending 13th Street in at S.E. alignment. There is not an existing street. A retaining wall will be required in front of the National Guard Armory

Purpose of survey:

State to perform field survey and retaining wall design to provide the City of Hood River with vertical & horizontal alignment, quantities and estimated cost.

Estimate of cost:

$5,000 (P.E. only)

Funding: State

Estimate of Cost

| | | |
|---|---|---|
| Field Survey | (901) | $4,000 |
| Citizen Participation | (902) | |
| City or County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | |
| Bridge Design | (906) | 600 |
| Preliminary Design | (907) | |
| R/W Description | (909) | |
| Soils & Geology | (910) | 100 |
| Traffic | (911) | |
| Landscape | (912) | |
| Liaison R/W | (913) | |
| Utility | (914) | 200 |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engineering Graphics | (919) | |
| Project Management | (920) | 50 |
| Specifications | (921) | |
| Administrative Services | (922) | 50 |
| Environmental | (923) | |
| Air Quality Monitoring | (925) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $5,000 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by:

Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

MAX J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

........ Location Engineer

Approved:

........ Assistant State Highway Engineer

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

DATE

PREFIX

## 1 - IDENTIFICATION

PROJECT NAME
Belmont Road - Hood River Highway

HIGHWAY NAME
13th Street (City Street)

HIGHWAY NUMBER

| | | | |
|---|---|---|---|
| REGION<br>1 | ADMINISTRATIVE DISTRICT<br>2C | COUNTY<br>Hood River | CITY<br>Hood River |
| LENGTH<br>600 feet | MILEPOST NUMBER<br>TO | ☐ RURAL | ☒ URBAN |

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Hood River

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☐ CONTRACT ☐ STATE FORCE ☒ OTHER City forces and/or contract

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Perform the preliminary engineering for a project to extend 13th Street in a new southeast alignment, south of Belmont Road, to connect with the Hood River Highway No. 281 (12th Street) at M.P. 0.77. The length of the new street will be approximately 600 feet

The State will make a field survey to establish vertical and horizontal alignment, design a retaining wall, compute quantities and provide a project cost estimate to the City of Hood River. No contract plansor specifications are necessary at this time.

Right-of-way acquistion is to be accomplished by the City of Hood River.

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

| LEVEL OF SERVICE | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| | EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| | PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

## 3 - FEATURES

| | EXIST G NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | NONE | 2 - 12' lanes |
| SHOULDERS | | |
| MEDIANS | | |
| PARKING LANES | | |
| SIDEWALKS | | |
| BIKEWAYS | | |
| INTERCHANGES | | |
| OTHER: | | |

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Channelization | ☒ | ☐ | ☐ | Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ | Access Control | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ | Railroad Crossing | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ | At Grade | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ | Separated | ☐ | ☒ | ☐ |
| Structures (Retaining Wall) | ☒ | ☐ | ☐ | Railroad Encroachment | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ | Permits | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ | Conditional Use | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ | Flood Plain | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ | Irrigation District | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ | Water District | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ | Drainage District | ☐ | ☒ | ☐ |
| River ________ | ☐ | ☒ | ☐ | Div. of State Lands | ☐ | ☒ | ☐ |
| Stream ________ | ☐ | ☒ | ☐ | Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Storm Sewer | ☒ | ☐ | ☐ | Corps of Engineers | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ | Coast Guard | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ | DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ | DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ | Building | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ | Fish & Wildlife Approval | ☐ | ☒ | ☐ |

## 3 - FEATURES (cont.)

| | _S | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☒ | ☐ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ |
| Statewide Assessment | ☐ | ☒ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ |
| Public Hearing ________ | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☒ | ☐ |
| Utilities | ☒ | ☐ | ☐ |

Type Electrical

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☐ | ☒ | ☐ |
| Soils Investigation | ☒ | ☐ | ☐ |
| Airport Clearance | ☐ | ☒ | ☐ |
| Economic Analysis | ☐ | ☒ | ☐ |
| Requires Field Survey | ☒ | ☐ | ☐ |
| Old Survey Available | ☐ | ☒ | ☐ |
| Requires Vicinity Map | ☐ | ☒ | ☐ |
| Requires Photogrammetry | ☐ | ☒ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Reconnaissance Available | ☐ | ☒ | ☐ |
| Design Review | ☐ | ☒ | ☐ |

## 4 - WORK ITEMS

| | TO BE PERFORMED BY | | |
|---|---|---|---|
| | APPLICANT | STATE | CONSULTANT |
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT-OF-WAY N/A | ☐ | ☐ | ☐ |
| CONSTRUCTION ENGINEERING N/A | ☐ | ☐ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( 1.0 ) | 1.0 |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | N/A |
| RIGHT-OF-WAY ACQUISITION | ( ) | N/A |
| P.S. & E. DOCUMENTS | ( ) | N/A |

RECOMMENDED CONSTRUCTION DATE N/A (Region) ________ N (Salem)

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| | | |

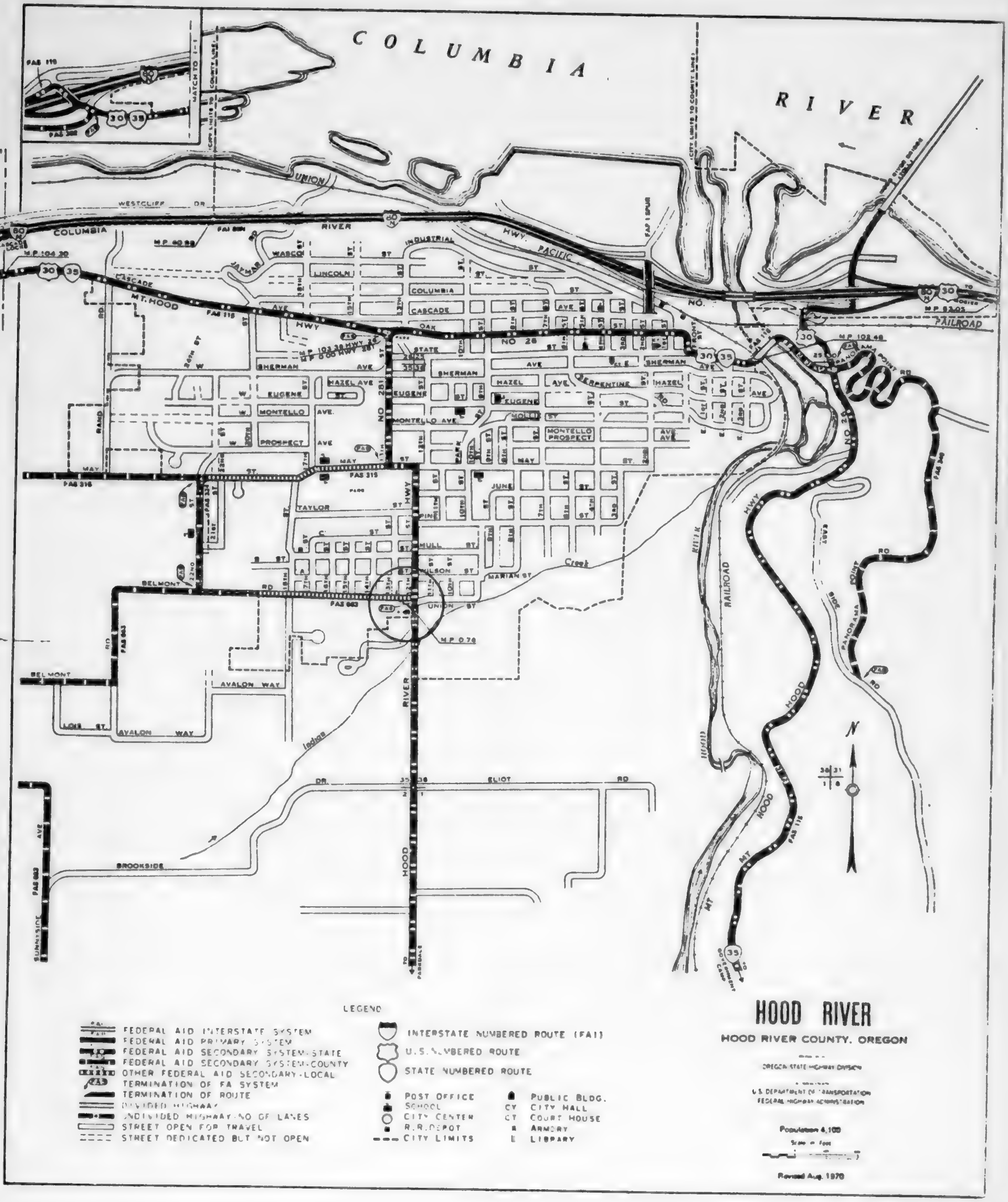
## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING .................................... | 5,000. | |
| RIGHT OF WAY .................................... | | |
| TRAFFIC CONTROL .................................... | | |
| ILLUMINATION .................................... | | |
| STRUCTURES .................................... | | |
| RAILROAD .................................... | | |
| ROADWAY .................................... | | |
| OTHER ____________ | | |
| ENGINEERING & CONTINGENCIES .................................... | | |
| PROJECT TOTAL | 5,000. | |

SUBMITTED BY ______________________________


COLUMBIA RIVER
UNION
WESTCLIFF DR.
COLUMBIA RIVER HWY.
PACIFIC
CASCADE LOCKS
M.P. 104.30
M.P. 40.98
FAI 80N
FAP 1 SPUR
MATCH TO I-1
CITY LIMITS TO COUNTY LINE
FAS 119
FAS 319
FAS 663
INDUSTRIAL ST
WASCO ST
LINCOLN ST
COLUMBIA ST
CASCADE AVE
OAK ST
STATE ST
SHERMAN AVE
HAZEL AVE
EUGENE ST
MONTELLO AVE
PROSPECT AVE
MAY ST
JUNE ST
TAYLOR ST
PINE ST
HULL ST
B ST
C ST
WILSON ST
MARIAN ST
UNION ST
SERPENTINE
BELMONT RD
MT. HOOD HWY
NO 26
NO 281
M.P. 103.34 HWY 26
M.P. 0.00 HWY 281
M.P. 0.76
M.P. 102.48
M.P. 63.02
RAILROAD
HOOD RIVER
Creek
Indian
AVALON WAY
LOIS ST
ELIOT DR. RD
BROOKSIDE
SUNNYSIDE AVE
HOOD RIVER HWY
TO PARKDALE
EAST SIDE RD
PANORAMA POINT RD
MT HOOD
TO GOVERNMENT CAMP
TO MOSIER
N
36 31
1 6
30
35
80N

# HOOD RIVER

HOOD RIVER COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,100

Scale in Feet

Revised Aug. 1970

LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
ARMORY
L LIBRARY

10,091

Tra 7-4-1
Hood River

March 19, 1980

TRA 7-4

The Honorable Elmer W. Murray
Chairman, Hood River County
  Board of Commissioners
Courthouse
Hood River, OR 97031

Dear Mr. Murray:

Our Metropolitan Engineer, R. N. Bothman, will arrange for appropriate involvement in the engineering and design of the 13th Street Couplet. Mr. Bothman will contact you soon concerning this matter.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc R. N. Bothman

bc F. B. Klaboe
   D. H. Moehring
   E. S. Hunter
   E. L. Hardt

K. W. KIRBY
ADMINISTRATIVE ASSISTANT

TEL. 386-3970

HOOD RIVER COUNTY
FRUIT RECREATION INDUSTRY

COUNTY OF HOOD RIVER
**BOARD OF COMMISSIONERS**
ELMER W. MURRAY, CHAIRMAN
RODGER A. SCHOCK — DISTRICT NO. 1
JAMES K. CREWS — DISTRICT NO. 2
SHIRLEY L. EKKER — DISTRICT NO. 3
JERRY ROUTSON — DISTRICT NO. 4
HOOD RIVER, OREGON 97031

March 13, 1980

Mr. H. S. Coulter
State Highway Engineer
Oregon State Department of Transportation
State Highway Division
Salem, OR 97301

Dear Mr. Coulter:

In reply to your letter of March 11, 1980 regarding the 13th Street Couplet in Hood River, the City of Hood River is planning on working on this street in the immediate future. Based on your letter and the fact that they are starting immediately, we respectfully request that you have your staff work on the design features of this couplet immediately. We are particularly concerned as to how this will couple with 12th Street on the southerly end of che project.

Please address any future correspondence on this matter to me so that I can stay on top of the problem.

Sincerely,

Elmer W Murray
Elmer W. Murray
Chairman, Hood River County
Board of Commissioners

dl

CC/ City of Hood River
Board of Commissioners

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3/17 cys

Bothman - we determine
that some amount of P.E. work
in cooperation with this project could
be done without modifying
the 6 year program
Pls do
Fehlhaber
cc Kuntz
Hamby
Harding

10,071

GENERAL FILES

[illegible] 7-4-1
Hood
River

CON 21

March 11, 1980

Mr. Elmer W. Murray, Chairman
Hood River County Board of Commissioners
Courthouse
Hood River, OR 97031

Dear Mr. Murray:

This will reply to your February 20 letter regarding the status of the 13th Street Couplet in Hood River. This project was given serious consideration during the development of the Highway Division's Six-Year Highway Improvement program. Unfortunately, it was not selected for inclusion in the program.

I realize that you have constructed some of this project with local funds and that you have additional funds to apply towards the remainder of the project. Should you decide to proceed with the project, our Highway people will be glad to work with you on the design features.

I am sorry that not all of the projects desired by those attending the meetings could be included in the program. Financial restraints just did not permit us to add all of the projects requested.

Sincerely,

LWR
for H. S. Coulter
State Highway Engineer

DHM:pf jh
bc: D. H. Moehring
R. N. Bothman
E. L. Hardt

K. W. KIRBY
ADMINISTRATIVE ASSISTANT

TEL. 386-3970

HOOD RIVER
FRUIT · RECREATION
INDUSTRY
COUNTY

COUNTY OF HOOD RIVER
**BOARD OF COMMISSIONERS**

ELMER W. MURRAY, CHAIRMAN
RODGER A. SCHOCK — DISTRICT NO. 1
JAMES K. CREWS — DISTRICT NO. 2
SHIRLEY L. EKKER — DISTRICT NO. 3
JERRY ROUTSON — DISTRICT NO. 4
HOOD RIVER, OREGON 97031

February 20, 1989

Mr. M. Scott Coulter
State Highway Enginner
State Department of Transportation
Salem, OR 97301

Dear Mr. Coulter:

When you were recently in Hood River discussing the Six Year Plan, I was left with the impression that you would give serious consideration to the one way-two way couplet on 13th Street in Hood River; however I fail to find it in your latest Six Year Plan. I wonder if this was an oversight, and would like to be informed of the current status of this project. I certainly hope you concur with the Hood River County Board of Commissioners and the Hood River City Council that this project is of major concern. Next to the Hood River Bridge, we indicated that this would be our top priority.

Former commitments from the State of Oregon indicated that the State would involve themselves with this project so that it would be done to your specifications and properly constructed for your possible take-over when completed.

I hope hope to hear from you at an early date and I would also appreciate two more copies of the latest Six Year Plan. Please mail the plans to this office.

Thank you for your consideration in this matter.

Sincerely,

Elmer W Murray
Elmer W. Murray
Chairman, Hood River County
Board of Commissioners

EWM/dl

RECEIVED
STATE HWY ENGR
MAR 3'80
REFER TO
FOR
Info | Inves | R/D ☒ | D/R | Sign | Act | File

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10,091

[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 22, 1979

In Reply Refer to
File No.: ROW 8

Honorable Elmer Murray
County Commissioner
Courthouse
Hood River, Oregon 97031

SUBJECT: One-Way Couplet
12th & 13th Streets
Hood River Highway
City of Hood River

Dear Elmer:

[illegible]

Thank you for your inquiry regarding the matter of long-standing concern to the City and County of Hood River, ie: 12th and 13th Street Couplet, lying basically between May Street and Belmont Road.

This matter has been discussed since the late 1960's and just recently the County and City have made available monies for the right-of-way acquisition and construction of the portion of 13th Street between May and Taylor Streets, which is now open to vehicular travel.

It is our understanding that the County would possibly make additional monies available for the balance of the 13th Street improvement. This would cover the section southerly from Taylor Street to Belmont Road connection at the existing Hood River Highway. This offer would be contingent upon the State conducting a feasibility study for engineering, right-of-way requirements, and related activities to determine costs and future obligations of accepting the completed facility into the State Highway system.

Your concern for upgrading this facility pertaining to safety of both vehicular and pedestrian traffic is very much appreciated.

You will certainly recall this section of highway has been cussed and discussed many times in the past and with the additional activity in the area, it is very timely to bring the matter to our attention.

Form 734-3122

The State is planning to hold hearings in the immediate future regarding the Six-Year Highway Improvement Program and must say this appears to be one project of immediate concern to both the County and City of Hood River. I would suggest you relate this at the hearing, scheduled to be held at the Hood River Inn, 7:30 p.m. on Tuesday, November 20, 1979.

This possible proposed project will be reviewed along with the several other recommendations from private citizens and local government officials at the hearings and will be fully considered when the state allocates monies for specific projects.

Thank you again for bringing this particular matter to our attention.

Sincerely,

Donald N. Harwell

Donald N. Harwell
County-City Engineer
Oregon State Highway Division

DNH:pf

cc: City of Hood River
Region 4 Engineer, Dale Allen
Region 1 Engineer, E. L. Hardt

bcc: F. B. Klaboe ✓ H. S. Coulter
D. H. Moehring R. N. Bothman
H. Woodward

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GENERAL FILES Sec 7-4-1
Hood
River

March 13, 1979

The Honorable Charles F. Beardsley
Mayor, City of Hood River
P. O. Box 27
Hood River, OR 97031

Dear Mayor Beardsley:

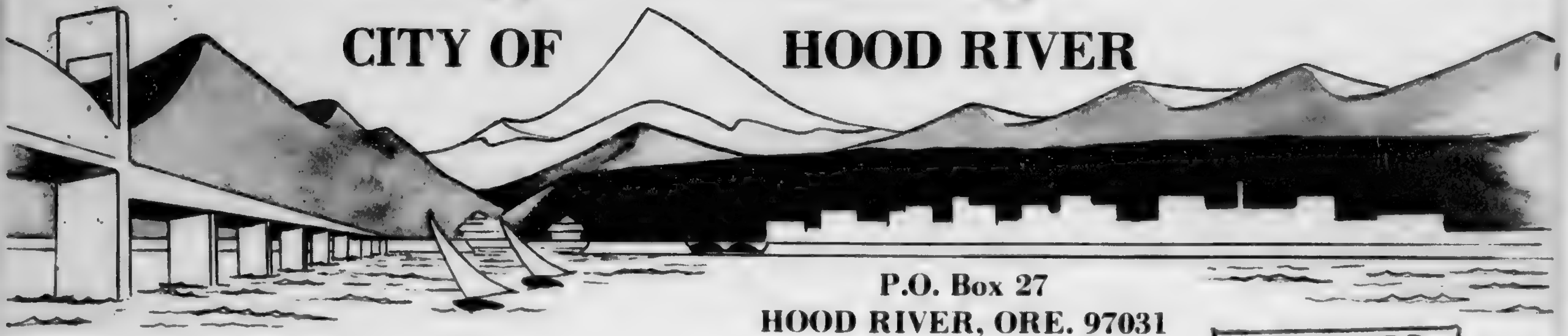
Thank you for your good wishes on my appointment as Director. I am looking forward to the many challenges that the future holds.

I wish to congratulate you and the County for the efforts you are making to develop the 12th-13th Street couplet. You will recall that the project was identified as one that we would do in our Six-Year Program if the voters approved the revenue measures on the ballot. The revenue measures did not pass and recent reviews of the extremely deteriorated condition of the state highway system throughout the state indicate that we are in no position at this time to commit to new work.

Sincerely,

F. B. Klaboe
Director

FBK:LWR:cm jh
cc: H. S. Coulter
L. W. Rulien
D. H. Moehring
Ed Hardt
Bob Hamilton



CITY OF HOOD RIVER

P.O. Box 27
HOOD RIVER, ORE. 97031

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February 7, 1979

Fred B. Klaboe, Director
Department of Transportation
135 State Highway Building
Salem, Oregon 97310

RE: 12th - 13th Street one-way couplet

Dear Mr. Klaboe:

First of all, congratulations on your appointment as Director of the Department of Transportation. I want to wish you every success in your new position.

The primary purpose of this letter is to bring you up to date on the progress of the City of Hood River and Hood River County on the 12th - 13th Street one-way couplet in the City of Hood River that involves Highway 281. This has been an ongoing project for a number of years and one in which the State Highway Department and you, in particular, have shown considerable interest.

I am including with this letter a copy of a letter from City Engineer Donald J. Branton to myself and to the members of the City Council regarding, among other things, the status of this particular project. As you can see we are proceeding rapidly to complete this portion of the proposed one-way couplet. The right-of-way section of the Highway Division has worked closely with us on this project. The City of Hood River and Hood River County agreed last year to proceed on approximately a two block section of new street and using only City and County funds for this work. We expect to have this contract let and work started on this project this spring.

In our previous discussions with the State Highway Division I believe that there was a committment by the State Highway Division to proceed with plans and specifications for the southerly portion of this property, and at this time, I would like to request that the Highway Division Engineering Department proceed with the design of this street. It is the hope of the City that this southerly portion of the 12th - 13th Street one-way couplet can be a three way cooperative venture, with the City, County, and State of Oregon being involved. The completion of the first two blocks of this project will be a major step forward and it has put a financial strain upon both the City and County to proceed as far as we have at this time. It is our sincere desire, and hope, that the State Highway Division can help us complete this worthwhile project. As you know, this project has been considered by the City and County residents for many years.

Your early action on this request will be appreciated. Any questions relating to this matter will be promptly handled by City staff members.

Sincerely yours,

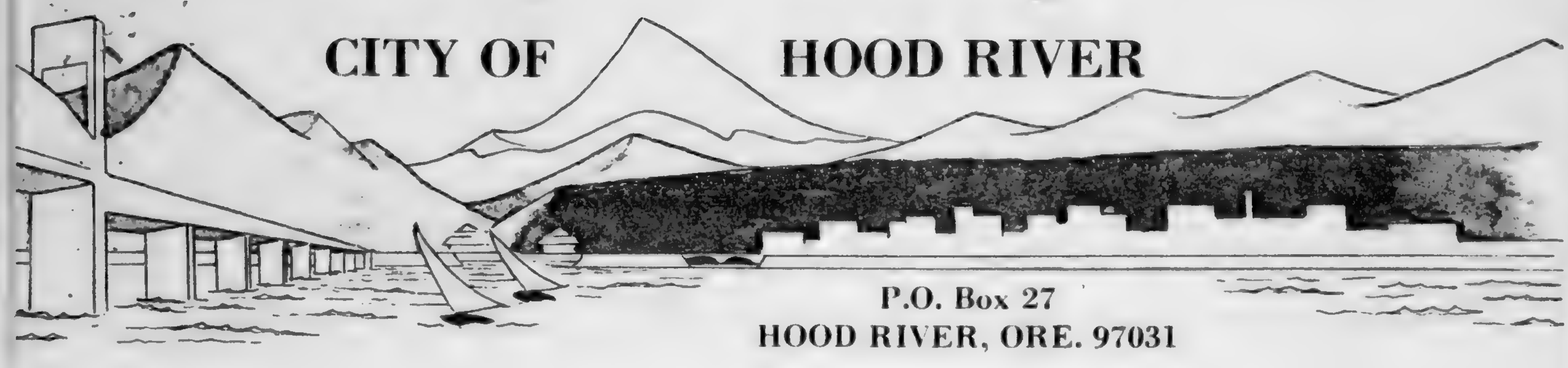
Charles F. Beardsley

Charles F. Beardsley
Mayor

CFB/bb

Enc.

cc: Hood River County



CITY OF HOOD RIVER

P.O. Box 27
HOOD RIVER, ORE. 97031

January 19, 1978

Honorable Mayor and City Council
City of Hood River
P. O. Box 27
Hood River, Oregon 97031

Reference: Arterial Street Improvements

Dear Councilmembers:

The following is the City Engineer's status report on the arterial road improvement program as proposed to the Hood River County Commission as a basis for sharing in the Hood River County forest revenues.

I. Thirteenth Street One-Way Couplet

A. Location survey run between May and Taylor Streets with rights-of-way, centerline, and cross section completed and plotted.

B. Right-of-way between May and Taylor Streets has been acquired with the exception of a small parcel. City has contracted with OSHD for appraisal and purchase negotiation of this parcel.

C. Existing house in right-of-way has been vacated and bids for removal authorized with work scheduled for completion by March, 1979.

D. Construction plans and specifications for May-Taylor Street section are currently under preparation with bid call anticipated in March to coincide with completion of building removal and acquisition of remaining right-of-way.

II. May Street - 22nd - Rand Road

A. This project required acquisition of 10 foot rights-of-way from six parcels to provide a 60 foot width suitable for improvement to a 40 foot paved and curbed street. All of these parcels were located outside the city limits. At this point, 5 of the 6 parcels have been obtained. The City has not been able to negotiate the remaining tract at what was felt to be a reasonable cost. Because of the location outside the city limits, the City does not have the legal right to condemn the needed strip. The City, at this point, would request the assistance of the County in obtaining this section of right-of-way.

B. Construction staking of the entire section of street has been completed and mapped. Construction drawings will be completed by March 1, 1979.

C. The storm sewer has been completed.

III. Belmont - 13th to Baptist Church and Avalon - Belmont to south City Limits

A. Both sections have been staked for construction.

B. Design drawings and specifications in preparation.

C. Curb improvement project authorized by Council with remonstrance notices anticipated for the second Council meeting in February, 1979.

D. Construction bid call anticipated in April as 1979 Street Project No. 1.

IV. Miscellaneous Overlay Work

City's 1978 overlay program completed with work on County arterials 22nd Street (May to Prospect) included at a total City expense of $54,934.05, providing a general upgrading of city streets for all county residents.

In summary, all projects have had construction staking completed, most of the design drawings are done, rights-of-way are either acquired or in negotiation, and projects are approaching construction bid call for early Spring. There is a right-of-way acquisition problem on a 10 foot by 282 foot strip on May Street between 22nd and Rand Road, where the City needs further direction from the County as to how they should proceed.

Respectfully submitted,

Donald J. Branton, City Engineer

DJB:jm

Enclosures - Lester letters
1. Orig. offer
2. Engineer's report to Council
3. Counteroffer
4. Rejection
5. Engineer's letter to Council

#10,091

GENERAL FILES

Hood River

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 4, 1978

FILE:

**FROM:** Adele L. Egan
R/W Office Unit Supervisor

**TO:**
Ken Rolfe
Region 1 R/W Supervisor

Fran

2179

**SUBJECT:** Service Agreement
#105
13th St.-One Way Couplet
City of Hood River

[illegible] CONTRACTS and
AGREEMENTS No. 6792

Attached is a fully signed copy of the subject agreement for the City and a copy for your files.

The prefix for this project will be 14-8207.

AE
mp

cc: C. W. Head, w/orig.
Bob Wheeler, w/c
Local Gov't Programs, w/c
Appraisal, w/c

11-21-78
Filed in
agree book

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 13, 1978

Mr. K. W. Kirby
Administrative Assistant
County of Hood River
Board of Commissioners
Hood River, OR 97031

2179 K

Dear Mr. Kirby:

The 12th-13th Streets couplet improvement in Hood River is among the many improvements being considered by the Commission for inclusion in the Six Year Highway Improvement Program.

In your letter of January 4, 1978, you identified two important steps. They must, however, occur in the order you listed them. I cannot authorize any preliminary engineering beyond feasibility studies until a project has been formally included in the Six Year Program. The Program period was selected to provide the lead time necessary to get most projects ready to go to contract. We anticipate that the Transportation Commission will adopt a finalized Six Year Program in February.

Sincerely,

RCB

FOR L. W. Rulien, Assistant Director
Policy and Program Development

RCB:bp
bc: Robert A. Burco
F. B. Klaboe
D. H. Moehring

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K. W. KIRBY
[redacted]
ADMINISTRATIVE ASSISTANT

TEL. 386-3970

HOOD RIVER COUNTY
FRUIT RECREATION INDUSTRY

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

ELMER W. MURRAY, CHAIRMAN
JAMES T. WALKER - DISTRICT NO. 1
JAMES K. CREWS - DISTRICT NO. 2
DONALD A. CLARK - DISTRICT NO. 3
JERRY ROUTSON - DISTRICT NO. 4

HOOD RIVER, OREGON 97031

January 4, 1978

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Mr. F. B. Klaboe
Assistant Director of Operations
Department of Transportation
Transportation Building
Salem, Oregon 97310

Subject: December 14, 1977 meeting regarding
12-13th Street one-way couplet in
the City of Hood River

Dear Mr. Klaboe:

The following representatives were present at the December 14, 1977 meeting regarding the 12th-13th Street one-way couplet in the City of Hood River.

Representing the Department of Transportation:
Don Harwell
Robert Ewen
Larry Asbury
Jon Rose

Representing the City of Hood River
Mayor Charles Beardsley
Mary Reed, City Council member
Jerry Kramer, City Council member

Representing Hood River County
Chairman Elmer W. Murray
Vice-Chairman Jerry Routson
Commissioner James T. Walker
Commissioner James K. Crews
Commissioner Donald A. Clark
James W. Dunn, Public Works Director
K. W. Kirby, Administrative Assistant to the Board of Commissioners

Hood River County would like to take this opportunity to confirm its priority list for the six year highway improvement program.

The attendance of the entire Board of County Commissioners at this meeting attests to the importance Hood River County places on the 12th-13th Street Couplet.

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Based on the information received at this meeting, we hereby request the Department of Transportation to proceed with preliminary engineering for the construction of the 12th-13th Street Couplet in the City of Hood River.

Sincerely,

K. W. Kirby
Administrative Assistant

KWK/dl

10,091

[illegible]

January 5, 1978

The Honorable Charles F. Beardsley
Mayor of Hood River
Post Office Box 27
Hood River, Oregon 97031

Dear Mayor Beardsley:

The 12th-13th Streets couplet improvement in Hood River is among the many improvements being considered by the Commission for inclusion in the Six Year Highway Improvement Program.

In your letter of December 22, 1977, you identified two important steps. They must, however, occur in the order you listed them. I cannot authorize any preliminary engineering beyond feasibility studies until a project has been formally included in the Six Year Program. The Program period was selected to provide the lead time necessary to get most projects ready to go to contract. We anticipate that the Transportation Commission will adopt a finalized Six Year Program in February.

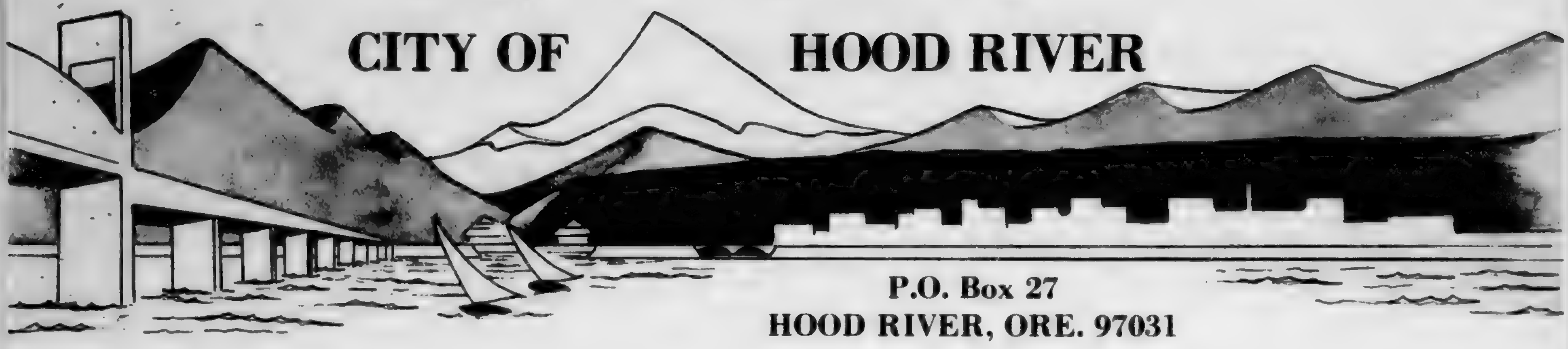
Sincerely,

F. B. Klaboe, Assistant
Director for Operations

bc: Robert A. Burco
L. W. Rulien
R. C. Blensly
D. H. Moehring

RCB:bp srb

CITY OF HOOD RIVER



P.O. Box 27
HOOD RIVER, ORE. 97031

December 22, 1977

F. B. Klahboe, Assistant Director of Operations
Department of Transportation
Transportation Building
Salem, OR 97310

Reference: Oregon No. 281, Hood River Highway 12th-13th Street One-Way Couplet

Dear Mr. Klahboe:

On Wednesday evening, December 14, 1977, I had the opportunity of attending a specially called meeting of the City of Hood River, Hood River County, and representatives of the Department of Transportation to discuss the proposed one-way couplet of Highway 281, known in the City of Hood River as 12th-13th Street Couplet. Representing the Department of Transportation were Don Harwell, Co.-City Coordinator, Robert Ewen, Location Engineer, Jon Rose, Region 1 Federal Aid Engineer, and Larry Asburry, Region 4, Federal Aid Engineer. A very fruitful meeting was held on the above named project. Based on the results of that meeting, two things become apparent that need the attention of all parties concerned.

1. Inclusion of this project in the 6-year Highway Improvement Program, 1979-1984.

As previously explained in my letter of October 18, 1977, directed to Mr. Burco, the need for the inclusion of this project in the 6-year Highway Improvement Program is essential to the future transportation needs of the community. I will not reiterate the items that were brought forth in that letter other than to urge that this request be given the upmost consideration. We do feel that the need for this project increases every month and the sooner the problem is addressed the sooner we may act on it.

2. Proceed with preliminary engineering for the construction and paving of the street.

Based upon the information that was generated at the meeting last week, it does seem imperative that we request the Department of Transportation to proceed with the preliminary engineering report on this project. Based upon further information at the meeting it also appears that a minimum of three years would be required before construction could begin on this project even with the best conditions where their is State and/or Federal monies involved. We understand that it is most likely that an environmental impact statement will be needed and there will be other paper work involved before construction can be started on this project. The Oregon State Highway Division,

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Right-of-Way Unit, has completed a feasibility study for the City of Hood River on the acquisition of additional right-of-way to provide a minimum 60 foot right-of-way for this project. Based upon the results of the feasibility study, the acquisition of the necessary right-of-way will hopefully proceed in an orderly manner. We urge that authorization for the preliminary engineering be given to the engineering department so that work can proceed on this project in a timely manner.

It appears to us that with the Federal Interstate Highway System nearing final completion in Oregon, that funds may be available to the State from Federal sources, which might be considered for this type of project. We believe these funds would be well spent to bring this project to completion.

We want to commend the personnel in the Department of Transportation for thier concern and their cooperation in getting this matter to a position of where action can be taken in the forseeable future. We do appreciate their efforts to speed this project along. Your prompt attention to this request is appreciated.

Very truly yours

Charles F. Beardsley

Charles F. Beardsley
Mayor, City of Hood River

CC: Robert A. Burco
Hood River County

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 2, 1977

Mr. Elmer Murray, Chairman
Hood River County
Board of Commissioners
Courthouse
Hood River, OR 97031

Copy [illegible] 4
Com [illegible]
Mt Hood
TP.

SUBJECT: Mt. Hood P.O.-Willow Flat Rd. &
12th/13th Couplet

Dear Sir:

In response to your and Commissioner Routson's request of status on two projects in Hood River County, I wish to bring you up to date on both of these.

We are still on schedule with the Mt. Hood Highway project in regard to right-of-way acquisition and possible letting date of fiscal 1979. This would most likely be after October, 1978, based on the preliminary 6-Year plan meetings, availability of funds and approval of the Oregon Transportation Commission.

The other matter of long concern to the County of Hood River, and the City of Hood River as well, is that of the possible one-way couplet utilizing 12th and 13th Streets within the city. It is apparent that the need is for some relief of traffic congestion in this vicinity, but the financing for such is not immediately available.

The city park situation will have to be addressed as to environmental considerations, the citizen involvement regarding possible public hearings, and other related activities.

Personnel from Region 1, District 2C and others will be in attendance at the meeting you have scheduled on Wednesday, December 14 at 7:30 p.m., to discuss the 12th/13th Couplet proposal. It is understood that the meeting will be held in the Hood River Chamber of Commerce office at the Port of Hood River Building. I look forward to seeing you at that time.

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I understand that Hood River County has provided to the city certain monies for right-of-way acquisition and the city is under agreement with the State to provide certain services in this regard.

Very truly yours,

D. H. Moehring, Manager
Office of Project Management

D. N. Harwell

by
D. N. Harwell
County-City Coordinator

DNH:lml
Enc.

bc: F. B. Klabde
L. W. Rulien
H. S. Coulter
Don Adams, Metro
Harry Woodward, Dist. 2C
Jon Rose - Please contact Mr. Rolfe and others as to whatever data has been assembled and formulated lately and have available for the meeting of December 14.

10,091

**STATE OF OREGON**

**INTEROFFICE MEMO**

DIRECTOR'S FILE I
[illegible] 7-4-1
Hood
River
579

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: April 15, 1977

FROM: George W. Hopkins
George W. Hopkins
Program Development Engineer

SUBJECT: City of Hood River Projects

As per our telephone conversation yesterday, I am providing information in regard to questions concerning the first three paragraphs of Mr. Burco's letter to Mr. Coulter, dated April 13, 1977.

Second Street Extension Bridge Railing

At times, extremely windy conditions exist between Cascade Locks and The Dalles. These conditions pose some problems to trailers and mobile homes traveling the Columbia River Highway through this section.

In the past, the Port of Hood River, for a fee, has provided parking adjacent to and northerly of the East Hood River interchange, where trailers and mobile homes could park and wait for the high winds to subside. These vehicles also park for other reasons and for varying periods of time.

Pressure to develop this parking area has recently caused the directors of the Port of Hood River to close the area adjacent to the East Hood River interchange and provide another parking area adjacent to, and northerly of the Second Street undercrossing structure. Access to this new location poses some problems for trailers and mobile homes traveling east on the Columbia River Highway. Those traveling east at this location are required to maneuver an acute left turn at the intersection of the exit ramp and Second Street Extension and at that point oncoming traffic from the left is obscured by guardrail and the handrail on the overcrossing structure. The Port authorities would like to see the State ease the radius on this left turn and make some revisions to the railing on the structure to improve sight distance.

District Engineer Harry E. Woodward is working with Mr. Dallas Dusenberry regarding the matter.

12th-13th Streets Couplet

This has been a matter of discussion between local authorities and State Highway Division for the last nine or 10 years. It seems that everyone can agree on the need for a couplet, the difficulty has been in trying to arrange financing. The project would be very difficult to build, at this time, for several reasons:

There are two city parks impacted and a 4f determination would be required.

A preliminary assessment indicates the project would be categorized 2MS, requiring extensive citizen involvement.

A recon-estimate indicates the project cost is approximately $750,000 and would require a development time in excess of three years. All work was stopped on the project in March 1976. (Letter attached.)

Bridge Replacement

The bridge project is near the east city limits of the City of Hood River -- the structure was built in 1918 with a horizontal clearance of 19 feet and currently carries a load rating of H-15. The structure is on the eligible list for SBRP funds. It is priority No. 10 on a list of 95 structures. The nine structures of a higher priority have a replacement cost estimated at $12 million. (The average annual apportionment under the SBRP program is approimately $1.25 million per year). Replacement of the structure requires significant realignment. A reconnaissance type estimate for grading, paving and structure is approximately $2 million. This project is not included in our Six-Year Construction Program and the survey authorization for P.E. work has been canceled.

Completion of Highway 35 in Hood River

A tentative schedule for the Mt. Hood Post Office - Willow Flat project was mailed to the Hood River County Commissioners on April 11, 1977. (Copy of letter attached.) The estimate for advertising the project is October 1, 1978 with a probable two-year completion time.

A small map of the City of Hood River is attached showing the location of the two projects.

GNH:dpy

Attachments

cc: Frank Terpin
Harry Woodward

STATE OF OREGON

INTEROFFICE MEMO

TO: Scott Coulter
Larry Rulien

DATE: April 13, 1977

FROM: Bob Burco RAB
Director of Transportation

SUBJECT: Hood River projects

Yesterday, Carl Williams, George Bell, and myself met with the following people in Hood River:

| | |
|---|---|
| Bruce Erickson | City Administrator |
| Jerry Kramer | City Councilman |
| Don Clark | County Commissioner |
| Jerry Routson | County Commissioner |
| Doyn Price | Chamber of Commerce, Board of Directors |
| Dallas Dusenbery | Port of Hood River |

Mr. Dusenbery showed me a letter from Harry Woodward, our District Engineer, regarding a matter of the Second Street extension and raised the question of some bridge railing obstructing a view.

Hopkins

Several members of the City Council raised the question, wanting to know what the status was of any work of ours on a one-way couplet (12th-13th Streets) and the status of replacement of a bridge immediately outside of town.

Hopkins

I promised to have some kind of answers for them at the Commission meeting on Tuesday; therefore, I would very much like to know the status of these issues, as well as what our timetable is now for completion of Highway 35 in Hood River County.

Hopkins

Two issues were also brought up which have to do with our sign control program. One County Commissioner seemed rather irked that we keep sending people out to measure signs, which are probably recorded and on file somewhere. I would like some kind of review of our filing system for off-premise signs and a report on the status of that overall program prior to the Commission meeting next week.

Schroeder

RAB:fn
cc F. B. Klaboe
Carl Williams
George Bell
Max Klotz
Alan Lightner

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Can you get me info by noon Monday?
HSC

81-125-1307

/ Return to Linda

bc: F. B. Klaboe Larry
H. S. Coulter
E. S. Hunter Ben
R. N. Bothman
J. H. Versteeg
E. L. Hardt

April 11, 1977

Board of Commissioners
Hood River County
Courthouse
Hood River, Oregon 97031

Attention: Mr. Elmer W. Murray
Chairman

Dear Mr. Murray:

In response to Commissioner Jerry Routson's request of April 6, 1977 for a status report on the Mt. Hood Post Office-Willow Flat project, I am providing you with the following estimate:

| | | |
|---|---|---|
| 1. | Complete Negative Declaration and obtain design approval. | May 1, 1977 |
| 2. | Perform preliminary design, prepare right-of-way description, prepare relocation plans and obtain approval to acquire right-of-way. | August 1, 1977 |
| 3. | Relocate three families and complete right-of-way acquisition. | August 1, 1978 |
| 4. | Complete final design and advertise for bids. | October 1, 1978 |

This estimate is based on the best information available at this time, and is consistent with information developed at the public hearing held earlier this year.

Item 3, the relocation of three families, is the most time consuming of things yet to be done on the development of the project. The legal requirements for relocation are very specific and we don't know any way to reduce the estimated time.

If I can be of further assistance, just give me a call.

Very truly yours,

George N. Hopkins
Local Government Programs Engineer

GNH:sch

March 2, 1976

Frank E. Terpin
Location Engineer

E. L. Hardt
Regional Engineer

Mt. Hood Hwy Jct-Belmont Rd Section
Hood River Highway
Hood River County

The subject project has been reviewed and it has been determined that it does not fit the category of a P.E. job too well. The work required to complete the P.E. for the Category 2, major, significant, project with 4f statement seems too much to be completed in the time considered for the P.E. jobs.

It is anticipated, further, that the citizens' involvement on this type project would get the people of Hood River expecting construction of the project when, in fact, there may not be funds available for several years. Therefore, no further work should be done on the project.

The Environmental Assessment will be filed for use at some future date.

FET:mc

cc R. L. Schroeder
L. W. Rulien
Gary Potter (w/att)

RS-616(-)

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

February 25, 1976

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Mt. Hood Highway Junction-Belmont R
Hood River Highway
Hood River County

TO: L. W. Rulien
Project Management Engineer

RS-616(-)

Attached is an environmental assessment containing recommended EIS work for the Environmental Section on the subject project.

GAP:ss

Attachments

cc: R. L. Schroeder
Ed Hardt w/attach
Craig Markham w/attach

Ben -
Lets not stir this
up until we can reasonably
anticipate funding (Pass the word)
Rulien

PEJOB
BEN GIFFORD

Not 2 MS

3 yrs [illegible]
to contract due
to 4f [illegible]

PROJECT MANAGEMENT

FEB 26 '76

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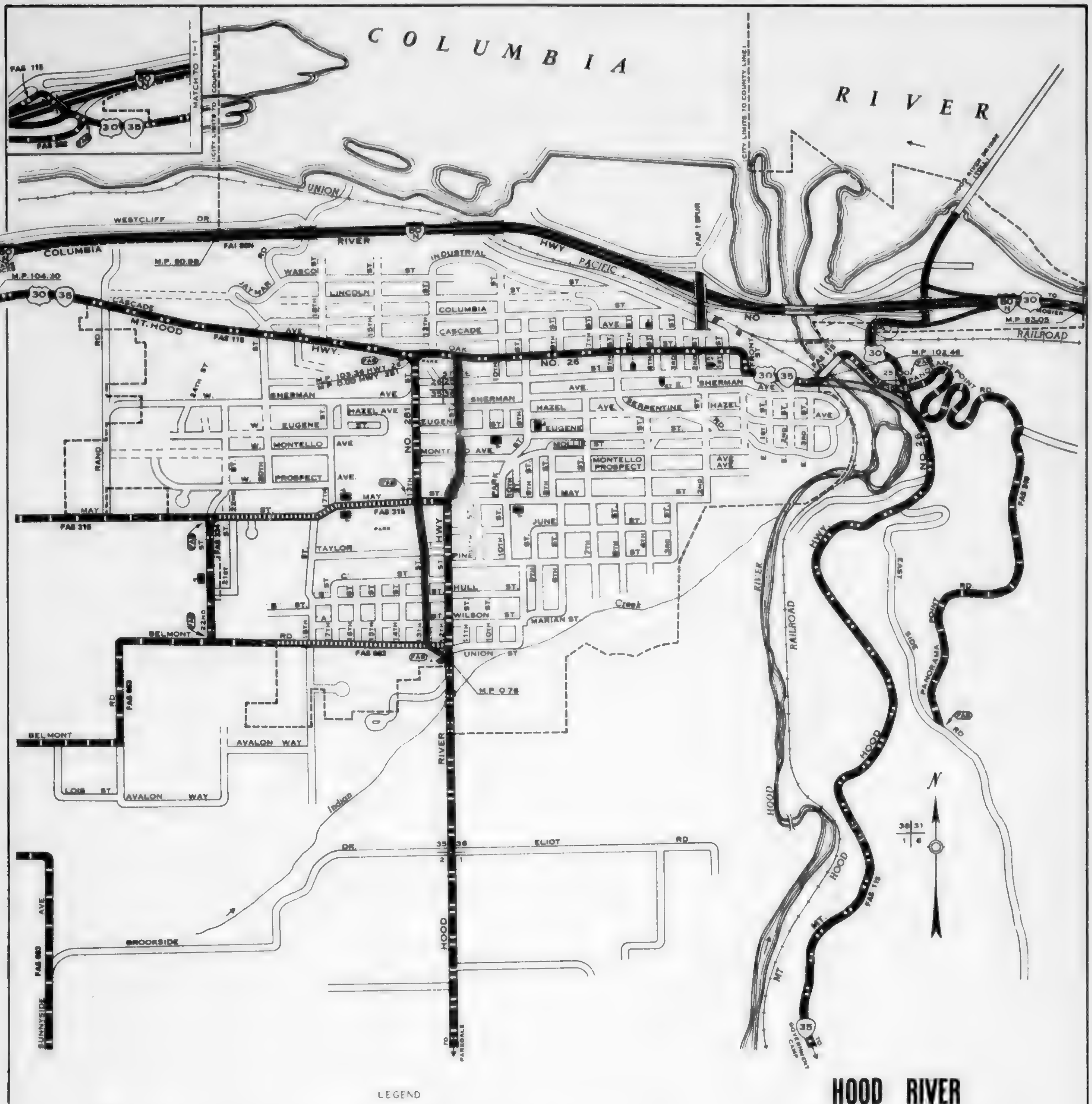
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CITY LIMITS TO COUNTY LINE
UNION
WESTCLIFF DR.
COLUMBIA
RIVER
HWY
PACIFIC
FAI 80N
M.P. 60.98
M.P. 104.30
INDUSTRIAL
WASCO
LINCOLN
COLUMBIA
CASCADE
OAK
MT. HOOD
HWY.
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NO. 26
SHERMAN AVE
HAZEL AVE
EUGENE
MONTELLO AVE
PROSPECT AVE.
MAY ST
FAS 315
JUNE
TAYLOR
PINE
HULL
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MARIAN ST.
BELMONT RD
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Creek
Indian
AVALON WAY
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HOOD RIVER HWY
TO PARKDALE
SERPENTINE
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RAILROAD
HOOD RIVER BRIDGE
TO MOSIER
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LEGEND

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UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

# HOOD RIVER

## HOOD RIVER COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,100

Scale in Feet

Revised Aug. 1970

Lea 7-4-1
Hood R.

MEMO TO FILES

November 26, 1973

Re: Hood River Highway

On Monday, November 19, 1973, Mike Stovall, Don Harwell, Si Cox, and representatives from the City of Hood River and the County of Hood River met to discuss the possibility of a 12th-13th Street Couplet in Hood River between May and Belmont on 13th Street. There were eight persons from the County and eight persons from the City at the meeting.

Both City and County are now most interested in this project.

The Highway Division may soon expect a joint letter from both City and County seeking a determination on whether this project would be eligible for construction with Bond funds and an estimate of the approximate cost of the entire project.

They also indicated that if this project were not eligible for Bond monies, then they would be interested in a co-op project. Due to the fact that at least one dwelling must be purchased intoto and a portion of Taylor Park must be used for street purposes, it is hoped that Federal funds will not be used in any way.

Mike Stovall is going to make up a quick estimate for this project.

H. S. Cox
County and City Engineer

HSC:ljt

NOTED
R. L. SCHROEDER

RECEIVED
NOV 26 1973
Office of
Assistant State Highway Engineer

Maint
Traf.
Routing
Hood River

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE
Salem, OR 97310

Date: June 7, 1972

SUBJECT:

To: R. L. Schroeder
Assistant Highway Engineer

From: L E George
L. E. George
Traffic Engineer

Subject: Traffic Matters
City of Hood River

On Thursday, June 1, Jim Putnam, Sy Cox, Josh Sawyer and Val Johnson, met with Bruce Erickson, and Jerry Branton of the City of Hood River to discuss certain traffic matters in the City.

Of primary interest to the City officials was the matter of traffic control on the Mt. Hood Highway during the period that the Button Bridge Road would be detoured through the City. As a result of this discussion, it is recommended that certain signing changes in regard to stop indications be made at the intersection of Second and Oak Streets. Attached is a draft to the Commission establishing these changes.

Maint Tr Stop Signs

The second matter discussed was the 12th-13th Street couplet on the Hood River Highway in the southerly part of Hood River. This was primarily a discussion with no concrete action taken. The northerly portion of the 13th Street leg of the couplet will be through the edge of a City Park. Mr. Cox told Mr. Erickson that because of federal requirements, it would be best if the City would dedicate a street through this section prior to any concrete action being taken on the project. It would appear that any construction on this project is some distance in the future; although, City officials did indicate that they had approached the County and that the County might offer some financial participation.

Maint Tr Routing H.R.

The third item discussed was the installation of traffic signals at the intersection of 12th and May Streets. Mr. Erickson indicated that there was some pressure for signalization because of the hazards to school children. He will write to you on this matter.

Maint Traffic Light Hood R.

Attachments
LEG:vc
cc: H. S. Cox

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

10,071

RECEIVED
MAY 2[illegible] 1972

FOR FILING

Maint
Traf
Routing
[illegible]

May 25, 1972

Mr. R. F. Bucklin, Chairman
Hood River County Board of
County Commissioners
County Courthouse
Hood River, Oregon 97031

2179

Dear Mr. Bucklin:

This will acknowledge your letter of May 18 concerning a request to consider traffic conditions in the city of Hood River in the vicinity of 12th Street.

We have, at the request of the city, arranged a conference on this matter in the near future. We will keep you apprised of the developments concerning this subject.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

cc: Senator Ken Jernstedt
Representative Paul Walden
B. A. Erickson, City Manager - Hood River

LEG:njc el
bc: Tom Edwards
F. B. Klaboe
L. E. George

A. E. ALMCRANTS
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

May 18, 1972

Mr. George Baldwin
Administrator
State Highway Division
Salem, Oregon 97310

Dear Mr. Baldwin:

A lot of interest has been expressed relative to the traffic that is being carried on 12th Street, and the City of Hood River has proposed that concerted action be taken to alieviate the traffic problem. A letter in the City of Hood River files, attached from the State Highway Engineer dated April 10, 1968, states that:

> "There are some minor problems along this section", and that "the existing problem in the area does not adapt itself well to the implementation of a good one-way couplet system", further "that the State has a large backlog of critically needed improvements", and "that it may be extremely inappropriate to enter into any further cooperative - finance agreements at this time", and in closing the April 10, 1968 letter says "it is suggested that you defer for a few years any further action on this proposal."

At this time four years have passed, and the problem has become quite serious. The 1970 issue of 'Traffic Counts on Roads' indicates that there is a daily traffic count of 8400, and which is considerably above the 5,000 requirement for four lanes, and two additional years have transpired since these 1970 figures were published.

The Hood River County Board of Commissioners unanimously agree that the State Highway Department should study and re-evaluate this area and establish priorities, hopefully in this case a high priority before the situation becomes more acute.

We all realize that financing becomes a major problem, but feel that this project should receive immediate action, and it should not have to become a City and County responsibility to resolve a problem on a State route, even though it may pass through and serve the County and the City.

An early response to this request for consideration would be appreciated for it is a matter that should concern the State Highway Department, and so that the concern of many residents in the City and County can be relaxed before the situation becomes more critical.

Noted
Gary L. Ross

RECEIVED
MAY 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

P. F. Bucklin
Chairman, Hood River County
Board of Commissioners

CC/ Representative Paul Waldon
Senator Ken Jernstedt
Board of Commissioners
City of Hood River
Director of Public Works

NOTED
R. L. SCHROEDER

AEA/ds

APR 10

FOR FIL

Maint

Traf

Routing

Hood River

2179

April 10, 1968

Mr. Donald J. Branton
City Engineer
City of Hood River
Post Office Box 27
Hood River, Oregon

Dear Mr. Branton:

Re: One-way Couplet, ORE35, City of Hood River

Your letter of January 25 concerning the establishment of a one-way couplet between May Street and the south city limits addressed to Robert Hamilton, District Maintenance Superintendent at The Dalles, has been referred to this office.

We have made an extensive study of the proposal. Our studies included making traffic counts, analyzing accident records for the past 5 years and 10 months, and evaluating the proposal from an engineering standpoint.

We find that present traffic volumes indicate that the existing two-way street still has capacity although traffic volumes are great enough that some delay and congestion is occurring. During the 5-year, 10-month accident record period used, there were 90 accidents in which 10 injuries occurred. The 1966 accident rate was 7.2 accidents per million vehicle miles. This compares favorably with an average rate for all urban secondary highways in the state of approximately 12.0.

The existing pattern in Hood River would make it necessary to terminate the proposed couplet on May Street. The same pattern would require that May Street be retained as a two-way street and thereby create some traffic conflicts that would not be desirable at the end of a couplet. It appears that one house would have to be taken on the south side of the park and very probably a tavern on Belmont Road at the south end of the couplet. We also feel that the existing 13th Street has structural inadequacies and that it would have to be strengthened if through traffic were routed over it.

Although there are some minor traffic problems along this section of the highway, our traffic studies do not indicate a critical need for the proposed couplet. Furthermore, the existing street pattern in the area does not adapt itself well to the implementation of a good one-way couplet system.

In addition to these findings, we would be less than honest if we did not advise you that the State has a large backlog of critically needed improvements, both in urban areas and in the open country, for which no foreseeable financing is available. Inasmuch as we find ourselves unable to meet our existing commitments in an orderly manner, we feel that it would be extremely inappropriate to enter into any further cooperative-finance agreements at this time.

It is suggested that you defer for a few years any further action on this proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Crandall
F. D. Morgan
H. S. Cox
J. F. Putnam

FORM 2-20 50M 10-65

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 8, 1968

SUBJECT: One-Way Couplet
City of Hood River
Assignment FBK 2179

To: F. B. Klaboe
Assistant State Highway
Engineer
BUILDING

Mr. Edwards has advised me that he has turned over to you our report concerning a one-way couplet in the City of Hood River. This was your assignment No. 2179 which I am returning with this letter.

If there is further analysis that you wish the Traffic Division to do, will you please let me know.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

cc: Tom Edwards

RECEIVED
APR - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 1, 1968

SUBJECT:

To: Tom Edwards
Assistant State Highway
Engineer
BUILDING

Attached is various material and an aerial photograph all of which deal with a possible one-way couplet in the south portion of Hood River. This couplet would involve ORE35 between May Street and the south city limits.

The study was requested by the Hood River City Council and was transmitted to the division office via their City Engineer. It was subsequently assigned to the Traffic Division as an assignment by Mr. Klaboe. The couplet requested for consideration by the City is shown on the aerial photograph.

Traffic volumes and accident data were obtained for this area. The volumes indicate that the existing two-way street still has capacity, although traffic volumes are becoming great enough such that some delay and congestion is being experienced along this section of 12th Street. The five-year accident record for this section is shown on the collision diagram. During the five-year ten-month period there were 90 accidents in which 10 injuries occurred. The 1966 rate was 7.2 accidents per million vehicle miles. The average rate for urban secondary highways was about 12.

The street pattern in the area makes it necessary to terminate the couplet on May Street. This same street pattern requires that May Street be retained as a two-way street. This situation would create some traffic conflicts that would not be good at the end of a one-way couplet. The northerly part of the southbound couplet would travel the boundary of a city park. The City realizes this, however, and indicates that there is a service road through most of this section of this park. It is seen that one house would have to be taken on the south side of the park and that very possibly a tavern on Belmont Road at the south end of the couplet would also have to be taken.

NOTED
TOM EDWARDS

Jim Putnam has some doubts as to the structural adequacies of the existing street on 13th. The City Engineer's letter indicates that they are willing to provide the right-of-way through the park and for widening on 13th.

Although there are some traffic problems along this section of ORE35, the traffic data does not indicate a critical need for a one-way couplet. Also, the existing street pattern in the area does not adopt itself to the implementation of a good one-way couplet. For these reasons it is recommended that the matter of establishing a one-way couplet in this section be deferred for the present time.

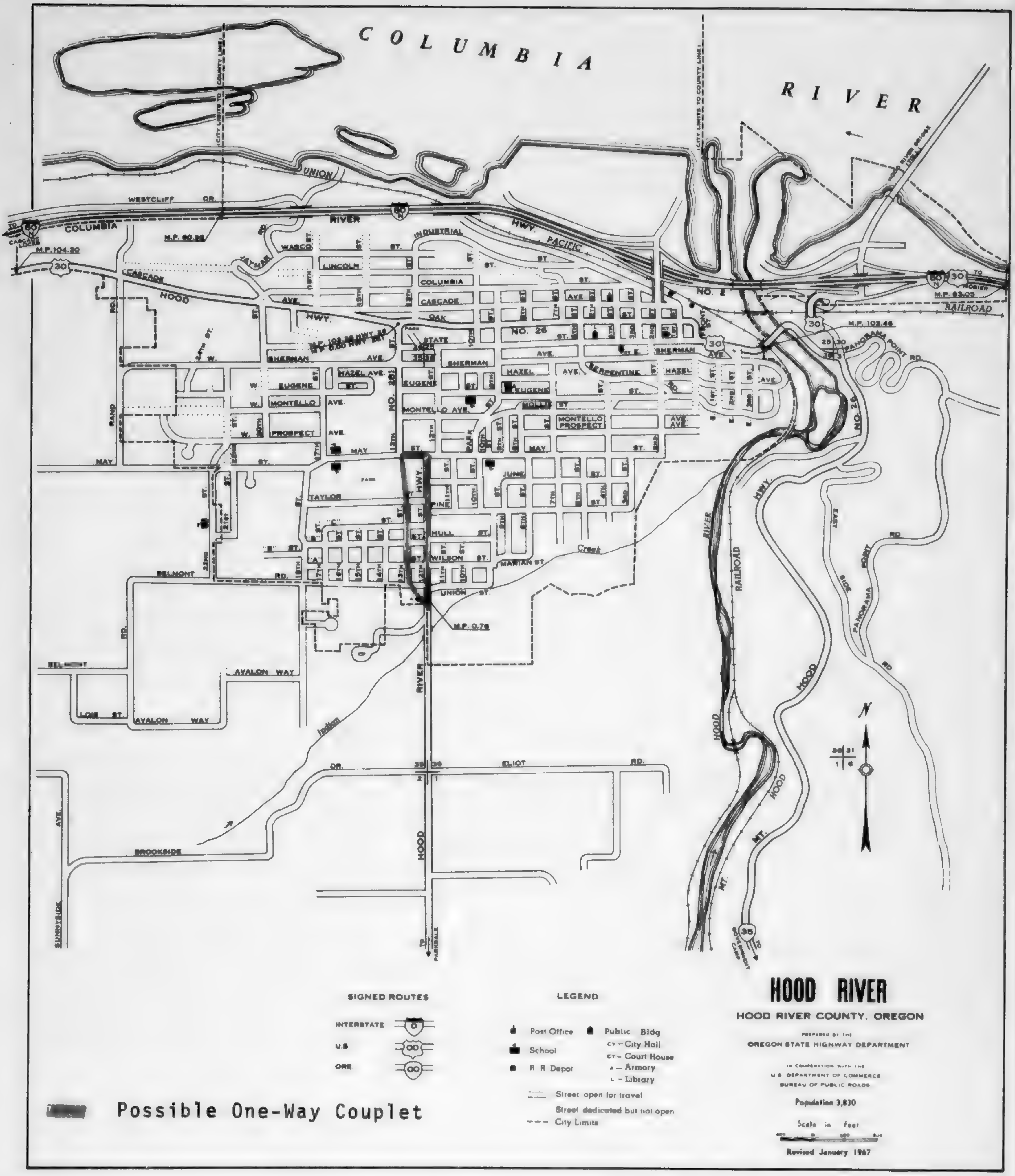
If you agree with the results of our analysis, I will discuss the study with Mr. Klaboe and present our findings to him.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments


COLUMBIA RIVER
CITY LIMITS TO COUNTY LINE
UNION PACIFIC
WESTCLIFF DR.
COLUMBIA RIVER HWY.
INDUSTRIAL ST.
M.P. 60.66
M.P. 104.30
TO CASCADE LOCKS
TO MOSIER
M.P. 63.05
M.P. 102.46
HOOD RIVER BRIDGE
RAILROAD
WASCO ST.
LINCOLN ST.
COLUMBIA ST.
CASCADE AVE.
OAK ST.
STATE ST.
SHERMAN AVE.
HAZEL AVE.
EUGENE ST.
MONTELLO AVE.
PROSPECT AVE.
MAY ST.
JUNE ST.
PINE ST.
TAYLOR
HULL ST.
WILSON ST.
MARIAN ST.
UNION ST.
BELMONT RD.
AVALON WAY
LOIS ST.
SERPENTINE RD.
NO. 26
NO. 281
NO. 2
PANORAMA POINT RD.
EAST SIDE RD.
HOOD RIVER HWY.
M.P. 102.36 HWY. 26 / M.P. 0.00 HWY. 281
M.P. 0.76
Indian Creek
ELIOT DR.
BROOKSIDE
SUNNYSIDE AVE.
RAND RD.
HOOD RIVER
MT. HOOD
TO PARKDALE
TO GOVERNMENT CAMP
N

**SIGNED ROUTES**

INTERSTATE
U.S.
ORE.

**LEGEND**

Post Office
School
R R Depot
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

▬ Possible One-Way Couplet

# HOOD RIVER

## HOOD RIVER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

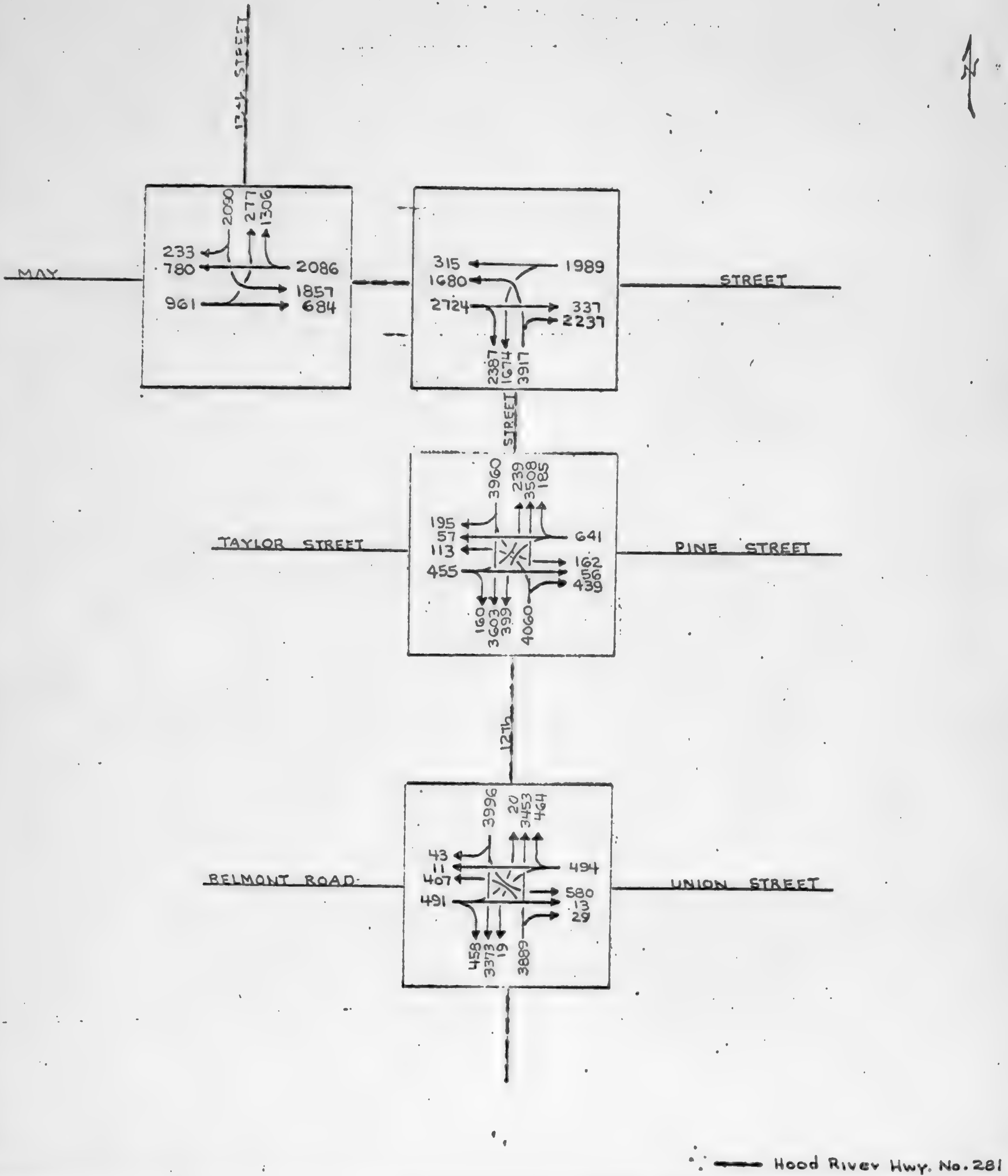
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,830

Scale in Feet

Revised January 1967

# HOOD RIVER
## 24 HOUR VEHICULAR VOLUMES
### February 1968

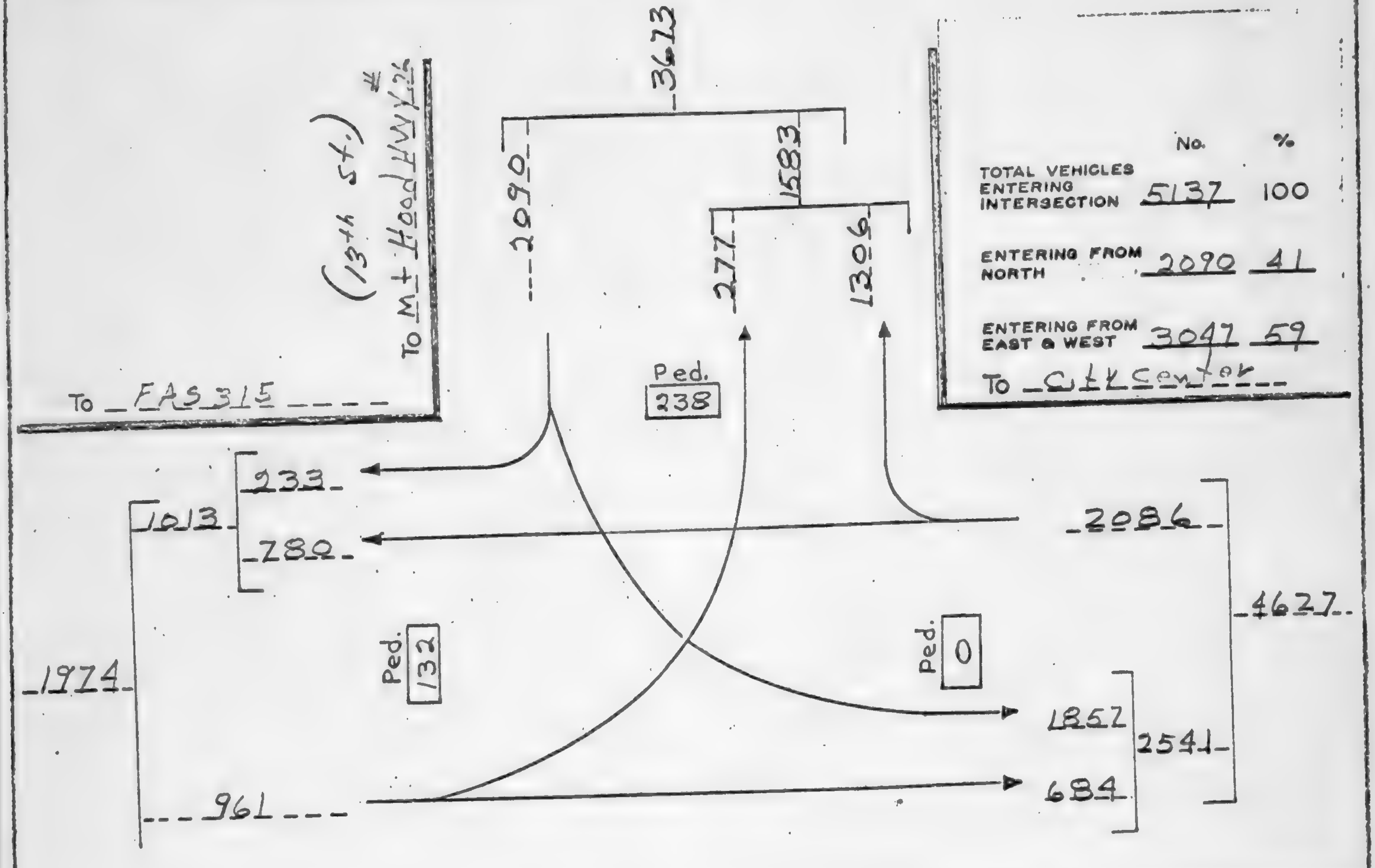

13th STREET
2090
277
1306
233
780
2086
1857
961
684
MAY
315
1989
1680
2724
337
2237
2387
1674
3917
STREET
STREET
3960
239
3508
185
195
57
641
113
162
455
56
439
160
3603
399
4060
TAYLOR STREET
PINE STREET
12th
3996
20
3453
464
43
11
494
407
580
491
13
29
458
3373
19
3889
BELMONT ROAD
UNION STREET
Hood River Hwy. No. 281

No Scale

# OREGON STATE HIGHWAY DEPARTMENT
## Traffic Engineering Division
## TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE February 8, 1968
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM to 10 PM
WEATHER clear

CITY OF Hood River
INTERSECTION OF Hood River Highway #281
AND May street
STATION NO. MP 0.33
CODE NO.
CLASSIFICATION All vehicles


3673
2090
1583
277
1306
(13th st.)
To Mt Hood HWY #26
To FAS 315
Ped. 238
233
1013
280
2086
4627
1974
Ped. 132
Ped. 0
1857
2541
961
684
To city center

| | No. | % |
|---|---|---|
| TOTAL VEHICLES ENTERING INTERSECTION | 5137 | 100 |
| ENTERING FROM NORTH | 2090 | 41 |
| ENTERING FROM EAST & WEST | 3047 | 59 |

Remarks: 16 hour count
factored to a
24 hour vehicle
count

May
STREET ~~OR AVE.~~
Indicate
North

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

# SUMMARY OF TRAFFIC COUNT

ril 5 1968
Tuesday
6AM to 10PM
lear

Classification All Vehicles

City of Hood River
Intersection Hood River Hwy #281 & May street
Station number M.P 0.33
Code number
Entering Volumes

| SUMMARY BY MOVEMENTS | | | | | | | | | | | | | | | SUMMARY BY LEGS | | | | PEDESTRIANS USING CROSSWALKS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| orth to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North School | North Other | East | West School | West Other | South |
| | 4 | | | 2 | 1 | | | | | 44 | 12 | 27 | 32 | 73 | 12 | 27 | 5 | | | | | | | |
| 8 | 22 | | | 79 | 43 | | | | | 317 | 95 | 30 | 222 | 70 | 95 | 157 | 65 | | 42 | 2 | | 10 | 2 | |
| 1 | 15 | | | 16 | 24 | | | | | 174 | 65 | 37 | 109 | 63 | 65 | 67 | 42 | | 5 | 2 | | | 2 | |
| 6 | 13 | | | 23 | 24 | | | | | 212 | 96 | 45 | 116 | 55 | 96 | 79 | 37 | | | | | | | |
| 5 | 12 | | | 25 | 26 | | | | | 255 | 123 | 48 | 132 | 52 | 123 | 94 | 38 | | 10 | | | | 4 | |
| 2 | 9 | | | 33 | 28 | | | | | 235 | 99 | 42 | 136 | 58 | 99 | 99 | 37 | | 3 | | | 1 | | |
| 5 | 17 | | | 58 | 76 | | | | | 378 | 144 | 38 | 234 | 62 | 144 | 139 | 95 | | 30 | | | 31 | 2 | |
| 5 | 7 | | | 39 | 28 | | | | | 328 | 146 | 45 | 182 | 55 | 146 | 147 | 35 | | 2 | 2 | | | 1 | |
| 2 | 33 | | | 46 | 54 | | | | | 373 | 150 | 40 | 223 | 60 | 150 | 136 | 87 | | 25 | 1 | | 15 | 3 | |
| 2 | 26 | | | 45 | 52 | | | | | 400 | 167 | 42 | 233 | 58 | 167 | 155 | 78 | | 19 | 3 | | 24 | 4 | |
| [illegible] | 23 | | | 72 | 63 | | | | | 502 | 232 | 46 | 270 | 54 | 232 | 184 | 86 | | 6 | 5 | | 6 | 5 | |
| 5 | 17 | | | 64 | 44 | | | | | 456 | 225 | 49 | 231 | 51 | 225 | 170 | 61 | | 9 | 2 | | 8 | | |
| 1 | 9 | | | 75 | 32 | | | | | 288 | 112 | 39 | 176 | 61 | 112 | 135 | 41 | | 4 | | | 1 | | |
| 3 | 20 | | | 63 | 54 | | | | | 327 | 110 | 34 | 217 | 66 | 110 | 143 | 74 | | 9 | | | 11 | | |
| 8 | 11 | | | 37 | 43 | | | | | 223 | 74 | 33 | 149 | 67 | 74 | 95 | 54 | | 3 | 4 | | 2 | | |
| 4 | 9 | | | 32 | 30 | | | | | 158 | 50 | 32 | 108 | 68 | 50 | 69 | 39 | | | 4 | | | | |
| 33 | 277 | | | 780 | 684 | | | | | 5137 | 2090 | 41 | 3047 | 59 | 2090 | 2086 | 961 | | | | | | | |
| 12 | 252 | | | 709 | 622 | | | | | 4670 | 1900 | 41 | 2770 | 59 | 1900 | 1896 | 874 | | 213 | 25 | | 109 | 23 | |

281) 13th St. is North and South
May St. is East and West

Tabulated by P.R.
Computed by P.R.
Checked by
Checked by

Form E-48—2M

# OREGON STATE HIGHWAY COMMISSION
## Traffic Engineering Division
# SUMMARY OF TRAFFIC COUNT

Date February 5 1968
Day of week Thursday
Hours counted 6AM to 10PM
Weather Clear

Classification All Vehicles

City of Hood River
Intersection Hood River Hwy #281 & M
Station number M.P 0.33
Code number
Entering Volumes

|  |  | SUMMARY BY MOVEMENTS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | SUMMARY BY LEGS |  |  |  | PEDES |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | TIME | North to East | East to North | North to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North |  |
| A. M. | 6:00– 7:00 | 12 | 25 |  | 4 |  |  | 2 | 1 |  |  |  |  | 44 | 12 | 27 | 32 | 73 | 12 | 27 | 5 |  |  |  |
|  | 7:00– 8:00 | 67 | 78 | 28 | 22 |  |  | 79 | 43 |  |  |  |  | 317 | 95 | 30 | 222 | 70 | 95 | 157 | 65 |  | 48 | 2 |
|  | 8:00– 9:00 | 64 | 51 | 1 | 18 |  |  | 16 | 24 |  |  |  |  | 174 | 65 | 37 | 109 | 63 | 65 | 67 | 42 |  | 5 | 2 |
|  | 9:00–10:00 | 90 | 56 | 6 | 13 |  |  | 23 | 24 |  |  |  |  | 212 | 96 | 45 | 116 | 55 | 96 | 79 | 37 |  |  |  |
|  | 10:00–11:00 | 115 | 69 | 8 | 12 |  |  | 25 | 26 |  |  |  |  | 255 | 123 | 48 | 132 | 52 | 123 | 94 | 38 |  | 10 |  |
|  | 11:00–12:00 | 57 | 66 | 12 | 9 |  |  | 33 | 28 |  |  |  |  | 235 | 99 | 42 | 136 | 58 | 99 | 99 | 37 |  | 3 |  |
| P. M. | 12:00– 1:00 | 129 | 81 | 15 | 17 |  |  | 58 | 76 |  |  |  |  | 378 | 144 | 38 | 234 | 62 | 144 | 139 | 95 |  | 30 |  |
|  | 1:00– 2:00 | 131 | 108 | 15 | 7 |  |  | 39 | 28 |  |  |  |  | 328 | 146 | 45 | 182 | 55 | 146 | 147 | 35 |  | 2 | 2 |
|  | 2:00– 3:00 | 128 | 90 | 22 | 33 |  |  | 46 | 54 |  |  |  |  | 373 | 150 | 40 | 223 | 60 | 150 | 136 | 87 |  | 25 | 1 |
|  | 3:00– 4:00 | 145 | 110 | 22 | 26 |  |  | 45 | 52 |  |  |  |  | 400 | 167 | 42 | 233 | 58 | 167 | 155 | 78 |  | 19 | 3 |
|  | 4:00– 5:00 | 212 | 112 | 22 | 23 |  |  | 72 | 63 |  |  |  |  | 502 | 232 | 46 | 270 | 54 | 232 | 184 | 86 |  | 6 | 5 |
|  | 5:00– 6:00 | 210 | 106 | 15 | 17 |  |  | 64 | 44 |  |  |  |  | 456 | 225 | 49 | 231 | 51 | 225 | 170 | 61 |  | 9 | 2 |
|  | 6:00– 7:00 | 91 | 60 | 21 | 9 |  |  | 75 | 33 |  |  |  |  | 288 | 112 | 39 | 176 | 61 | 112 | 135 | 41 |  | 4 |  |
|  | 7:00– 8:00 | 95 | 80 | 15 | 20 |  |  | 63 | 54 |  |  |  |  | 327 | 110 | 34 | 217 | 66 | 110 | 143 | 74 |  | 9 |  |
|  | 8:00– 9:00 | 66 | 58 | 8 | 11 |  |  | 37 | 43 |  |  |  |  | 223 | 74 | 33 | 149 | 67 | 74 | 95 | 54 |  | 3 | 4 |
|  | 9:00–10:00 | 46 | 37 | 4 | 9 |  |  | 32 | 30 |  |  |  |  | 158 | 50 | 32 | 108 | 68 | 50 | 69 | 39 |  |  | 4 |
|  | 10:00–11:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 11:00–12:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| A. M. | 12:00– 1:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1:00– 2:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 2:00– 3:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 3:00– 4:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 4:00– 5:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 5:00– 6:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 24-Hour total |  | 1857 | 1306 | 233 | 277 |  |  | 780 | 684 |  |  |  |  | 5137 | 2090 | 41 | 3047 | 59 | 2090 | 2086 | 961 |  |  |  |
| 16-Hour total |  | 1685 | 1187 | 212 | 252 |  |  | 709 | 622 |  |  |  |  | 4670 | 1900 | 41 | 2770 | 59 | 1900 | 1896 | 874 |  | 213 | 25 |
| __-Hour total |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Control |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Factor |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

(Hwy 281) 13th St. is North and South
May St. is East and West

Tabulated by PR
Computed by PR
Checked by
Checked by

STATE PRINTING DEPT.

# OREGON STATE HIGHWAY DEPARTMENT
## Traffic Engineering Division
# TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE February 9, 1968

DAY OF WEEK Friday

ACTUAL COUNT (VEH.) 16 HRS.

HOURS COUNTED 6AM to 10PM.

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6AM to 10PM

WEATHER clear

CITY OF Hood River

INTERSECTION OF Hood River Hwy #281

AND May street

STATION NO. MP 0.40

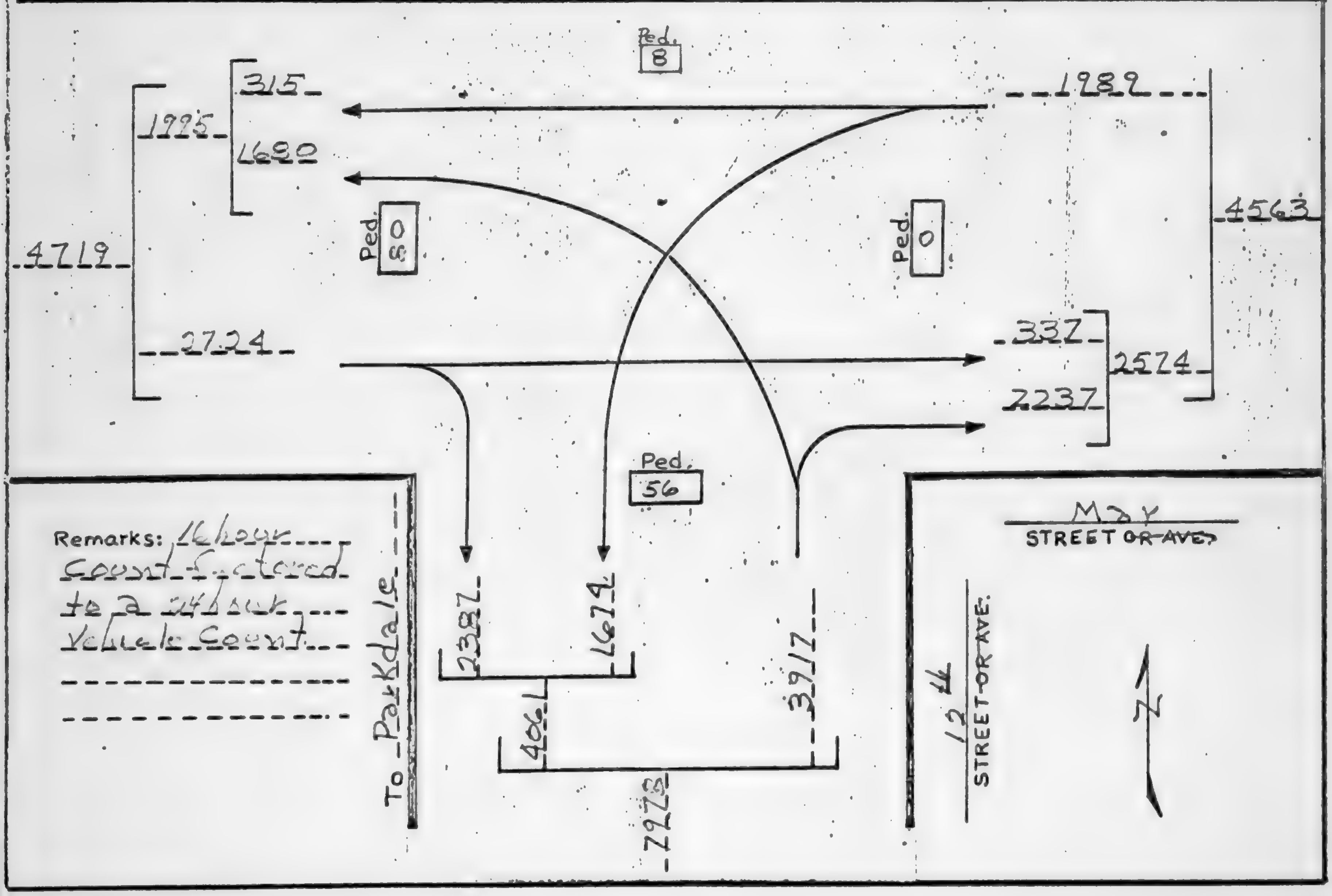
CODE NO.

CLASSIFICATION Not classified

| | No. | % |
|---|---|---|
| TOTAL VEHICLES ENTERING INTERSECTION | 8630 | 100 |
| ENTERING FROM SOUTH | 3917 | 45 |
| ENTERING FROM EAST & WEST | 4713 | 55 |

To

To City Center



Ped. 8
315
1995
1680
4719
1989
4563
Ped. 08
Ped. 0
2724
337
2574
2237
Ped. 56
2387
1674
4061
3917
7978
To Parkdale
May
STREET ~~OR AVE.~~
12th
STREET ~~OR AVE.~~
N

Remarks: 16 hour count factored to a 24 hour vehicle count

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

# SUMMARY OF TRAFFIC COUNT

ay 9, 1968
day
6AM to 10PM
lear

Classification Not Classified

City of Hood River
Intersection Hood River Hwy #281 & May Street
Station number M.P 0.30
Code number
Entering Volumes

| SUMMARY BY MOVEMENTS | | | | | | | | | | | | | | | SUMMARY BY LEGS | | | | PEDESTRIANS USING CROSSWALKS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| rth to est | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North School | North Other | East | West School | West Other | South School | South Other |
| | | | | | | 11 | 28 | 17 | 26 | 82 | 54 | 66 | 28 | 34 | | 11 | 17 | 54 | | | | | | | |
| | | | | 49 | 41 | 37 | 111 | 100 | 96 | 434 | 207 | 48 | 227 | 52 | | 86 | 141 | 207 | | | | | | 2 | |
| | | | | 14 | 13 | 65 | 86 | 94 | 61 | 333 | 147 | 44 | 186 | 56 | | 79 | 107 | 147 | | | | 2 | | | |
| | | | | 16 | 16 | 52 | 112 | 101 | 53 | 350 | 165 | 47 | 185 | 53 | | 68 | 117 | 165 | | | | | | | |
| | | | | 11 | 13 | 97 | 136 | 113 | 80 | 450 | 216 | 48 | 234 | 52 | | 108 | 126 | 216 | | | | | | 1 | |
| | | | | 12 | 23 | 132 | 129 | 157 | 82 | 535 | 211 | 39 | 324 | 61 | | 144 | 180 | 211 | | | | | | | |
| | | | | 24 | 26 | 103 | 132 | 185 | 139 | 609 | 271 | 44 | 338 | 56 | | 127 | 211 | 271 | 8 | | | | | | |
| | | | | 15 | 10 | 128 | 166 | 137 | 99 | 555 | 265 | 48 | 290 | 52 | | 143 | 147 | 265 | | | | | | | |
| | | | | 25 | 28 | 139 | 166 | 172 | 112 | 642 | 278 | 43 | 364 | 57 | | 164 | 200 | 278 | | | | 18 | 2 | 8 | |
| | | | | 25 | 29 | 140 | 198 | 164 | 137 | 693 | 335 | 48 | 358 | 52 | | 165 | 193 | 335 | | | | 23 | 6 | 21 | |
| | | | | 17 | 33 | 180 | 159 | 230 | 145 | 794 | 334 | 42 | 460 | 58 | | 197 | 263 | 334 | | | | 9 | 6 | 3 | 1 |
| | | | | 15 | 31 | 137 | 173 | 225 | 136 | 717 | 309 | 43 | 408 | 57 | | 152 | 256 | 309 | | | | 8 | | 3 | |
| | | | | 14 | 10 | 89 | 144 | 133 | 102 | 492 | 246 | 50 | 246 | 50 | | 103 | 143 | 246 | | | | 1 | | | |
| | | | | 23 | 16 | 99 | 124 | 142 | 121 | 525 | 245 | 47 | 280 | 53 | | 122 | 158 | 245 | | | | 2 | 2 | | 4 |
| | | | | 11 | 7 | 53 | 75 | 106 | 80 | 332 | 155 | 47 | 177 | 53 | | 64 | 113 | 155 | | | | | | | 13 |
| | | | | 15 | 10 | 60 | 65 | 94 | 58 | 302 | 123 | 41 | 179 | 59 | | 75 | 104 | 123 | | | | 1 | | | |
| | | | | 315 | 337 | 1674 | 2237 | 2387 | 1680 | 8630 | 3917 | 45 | 4713 | 55 | | 1989 | 2724 | 3917 | | | | | | | |
| | | | | 286 | 306 | 1522 | 2034 | 2170 | 1527 | 7845 | 3561 | 45 | 4284 | 55 | | 1808 | 2476 | 3561 | 8 | | | 64 | 16 | 38 | 18 |

Tabulated by PR
Computed by PR
Checked by
Checked by

#281) 12th St. is North and South
May St. is East and West

Form E-48—2M

**OREGON STATE HIGHWAY COMMISSION**
**Traffic Engineering Division**

# SUMMARY OF TRAFFIC COUNT

Date February 9, 1968
Day of week Friday
Hours counted 6 AM to 10 PM
Weather clear

Classification Not Classified

City of Hood River
Intersection Hood River Hwy #281 &
Station number M.P. ~~0.30~~ 0.40
Code number
Entering Volumes

| | TIME | North to East | East to North | North to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SUMMARY BY MOVEMENTS | | | | | | | | | | | | | | | | | SUMMARY BY LEGS | | | | PEDESTI |
| A. M. | 6:00– 7:00 | | | | | | | | | 11 | 28 | 17 | 26 | 82 | 54 | 66 | 28 | 34 | | 11 | 17 | 54 | |
| | 7:00– 8:00 | | | | | | | 49 | 41 | 37 | 111 | 100 | 96 | 434 | 207 | 48 | 227 | 52 | | 86 | 141 | 207 | |
| | 8:00– 9:00 | | | | | | | 14 | 13 | 65 | 86 | 94 | 61 | 333 | 147 | 44 | 186 | 56 | | 79 | 107 | 147 | |
| | 9:00–10:00 | | | | | | | 16 | 16 | 52 | 112 | 101 | 53 | 350 | 165 | 47 | 185 | 53 | | 68 | 117 | 165 | |
| | 10:00–11:00 | | | | | | | 11 | 13 | 97 | 136 | 113 | 80 | 450 | 216 | 48 | 234 | 52 | | 108 | 126 | 216 | |
| | 11:00–12:00 | | | | | | | 12 | 23 | 132 | 129 | 157 | 82 | 535 | 211 | 39 | 324 | 61 | | 144 | 180 | 211 | |
| P. M. | 12:00– 1:00 | | | | | | | 24 | 26 | 103 | 132 | 185 | 139 | 609 | 271 | 44 | 338 | 56 | | 127 | 211 | 271 | 8 |
| | 1:00– 2:00 | | | | | | | 15 | 10 | 128 | 166 | 137 | 99 | 555 | 265 | 48 | 290 | 52 | | 143 | 147 | 265 | |
| | 2:00– 3:00 | | | | | | | 25 | 28 | 139 | 166 | 172 | 112 | 642 | 278 | 43 | 364 | 57 | | 164 | 200 | 278 | |
| | 3:00– 4:00 | | | | | | | 25 | 29 | 140 | 198 | 164 | 137 | 693 | 335 | 48 | 358 | 52 | | 165 | 193 | 335 | |
| | 4:00– 5:00 | | | | | | | 17 | 33 | 180 | 189 | 230 | 145 | 794 | 334 | 42 | 460 | 58 | | 197 | 263 | 334 | |
| | 5:00– 6:00 | | | | | | | 15 | 31 | 137 | 173 | 225 | 136 | 717 | 309 | 43 | 408 | 57 | | 152 | 256 | 309 | |
| | 6:00– 7:00 | | | | | | | 14 | 10 | 89 | 144 | 133 | 102 | 492 | 246 | 50 | 246 | 50 | | 103 | 143 | 246 | |
| | 7:00– 8:00 | | | | | | | 23 | 16 | 99 | 124 | 142 | 121 | 525 | 245 | 47 | 280 | 53 | | 122 | 158 | 245 | |
| | 8:00– 9:00 | | | | | | | 11 | 7 | 53 | 75 | 106 | 80 | 332 | 155 | 47 | 177 | 53 | | 64 | 113 | 155 | |
| | 9:00–10:00 | | | | | | | 15 | 10 | 60 | 65 | 94 | 58 | 302 | 123 | 41 | 179 | 59 | | 75 | 104 | 123 | |
| | 10:00–11:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 11:00–12:00 | | | | | | | | | | | | | | | | | | | | | | |
| A. M. | 12:00– 1:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 1:00– 2:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 2:00– 3:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 3:00– 4:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 4:00– 5:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 5:00– 6:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 24-Hour total | | | | | | | 315 | 337 | 1674 | 2237 | 2387 | 1680 | 8630 | 3917 | 45 | 4713 | 55 | | 1989 | 2724 | 3917 | |
| | 16-Hour total | | | | | | | 286 | 306 | 1522 | 2034 | 2170 | 1527 | 7845 | 3561 | 45 | 4284 | 55 | | 1808 | 2476 | 3561 | 8 |
| | -Hour total | | | | | | | | | | | | | | | | | | | | | | |
| | Control | | | | | | | | | | | | | | | | | | | | | | |
| | Factor | | | | | | | | | | | | | | | | | | | | | | |

(Hwy #281) 12th St. is North and South
May St. is East and West

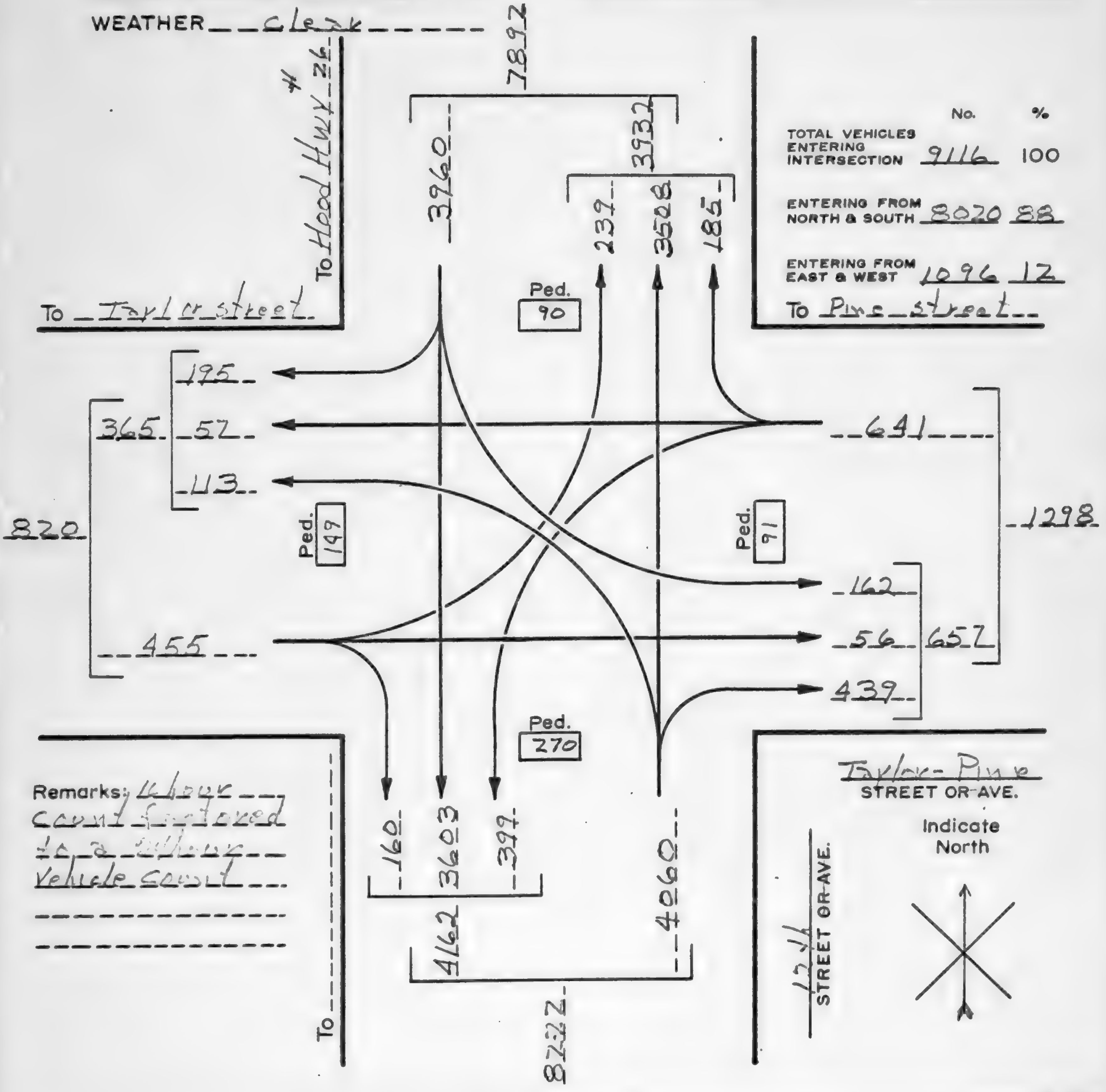
Tabulated by PR
Computed by PR
Checked by
Checked by

STATE PRINTING DEPT.

# OREGON STATE HIGHWAY DEPARTMENT
## Traffic Engineering Division
# TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE February 14, 1968
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER clear

CITY OF Hood River
INTERSECTION OF Hood River Highway #281
AND Pine street
STATION NO. M.P. 0.52 (Approx)
CODE NO.
CLASSIFICATION


7892
3260
3932
239
3508
185
To Hood Hwy #26
To Taylor street
To Pine street
Ped.
90
195
52
113
365
820
641
1298
Ped.
147
Ped.
91
162
56
439
657
455
Ped.
270
160
3603
399
4162
4060
8222
To
12th
STREET OR AVE.
Taylor-Pine
STREET OR AVE.
Indicate North

| | No. | % |
|---|---|---|
| TOTAL VEHICLES ENTERING INTERSECTION | 9116 | 100 |
| ENTERING FROM NORTH & SOUTH | 8020 | 88 |
| ENTERING FROM EAST & WEST | 1096 | 12 |

Remarks: 16 hour count factored to a 24 hour vehicle count

12-55

**OREGON STATE HIGHWAY COMMISSION**
**Traffic Engineering Division**

# SUMMARY OF TRAFFIC COUNT

ay 14, 1968
ednesday
6 AM to 10 PM

Classification

City of Hood River
Intersection Hood River Hwy #281 & Pine street
Station number M.P. 0.52 (Approx)
Code number

Entering Volumes

| SUMMARY BY MOVEMENTS | | | | | | | | | | | | | | | SUMMARY BY LEGS | | | | PEDESTRIANS USING CROSSWALKS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| th to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North School | North Other | East School | East Other | West School | West Other | South School | South Other |
| | 2 | 16 | 54 | 0 | 1 | 2 | 0 | 0 | 2 | 83 | 74 | 89 | 9 | 11 | 18 | 6 | 3 | 56 | | | | 1 | | | | |
| | 6 | 100 | 171 | 3 | 4 | 15 | 35 | 7 | 1 | 361 | 314 | 87 | 47 | 13 | 107 | 30 | 17 | 207 | 9 | | 3 | 1 | | | | |
| | 6 | 152 | 177 | 0 | 0 | 21 | 27 | 7 | 4 | 414 | 374 | 90 | 40 | 10 | 166 | 27 | 13 | 208 | | | | 3 | | | | |
| 7 | 13 | 163 | 178 | 2 | 2 | 17 | 21 | 6 | 3 | 425 | 377 | 89 | 48 | 11 | 175 | 27 | 21 | 202 | | 5 | | 9 | | | | 4 |
| 7 | 14 | 225 | 227 | 0 | 2 | 15 | 17 | 5 | 6 | 528 | 488 | 92 | 40 | 8 | 238 | 19 | 21 | 250 | | 1 | 1 | 1 | | 4 | | |
| 8 | 13 | 232 | 202 | 2 | 4 | 35 | 27 | 6 | 3 | 551 | 477 | 87 | 74 | 13 | 245 | 51 | 23 | 232 | 10 | 5 | 6 | 5 | | | | |
| 5 | 10 | 276 | 261 | 4 | 3 | 22 | 23 | 15 | 2 | 653 | 584 | 89. | 69 | 11 | 298 | 41 | 28 | 286 | 7 | | 2 | | | | | |
| 8 | 12 | 216 | 159 | 3 | 5 | 24 | 31 | 8 | 1 | 516 | 455 | 88 | 61 | 12 | 234 | 36 | 25 | 221 | 11 | | 2 | | | | | |
| 5 | 21 | 255 | 259 | 3 | 2 | 20 | 41 | 9 | 8 | 662 | 596 | 90 | 66 | 10 | 288 | 34 | 32 | 308 | 5 | 11 | 7 | 6 | 19 | 10 | 17 | 16 |
| 1 | 36 | 302 | 293 | 8 | 9 | 40 | 33 | 13 | 16 | 795 | 678 | 85 | 117 | 15 | 336 | 59 | 58 | 342 | | 9 | 11 | 4 | 38 | 6 | 59 | 29 |
| 6 | 31 | 334 | 289 | 11 | 5 | 42 | 32 | 20 | 12 | 861 | 738 | 86 | 123 | 14 | 405 | 67 | 56 | 333 | 2 | 4 | 3 | 3 | 16 | 10 | 35 | 23 |
| 75 | 16 | 329 | 276 | 6 | 4 | 39 | 45 | 17 | 15 | 851 | 752 | 88 | 99 | 12 | 416 | 62 | 37 | 336 | 4 | | 12 | 4 | 10 | 10 | 15 | 32 |
| | 17 | 187 | 150 | 5 | 4 | 18 | 19 | 6 | 11 | 494 | 426 | 86 | 68 | 14 | 216 | 41 | 27 | 210 | | 4 | 2 | 1 | | 11 | 8 | 5 |
| 7 | 16 | 173 | 199 | 1 | 3 | 33 | 16 | 13 | 11 | 484 | 416 | 86 | 68 | 14 | 190 | 36 | 32 | 226 | | 3 | | 2 | | 7 | 9 | 9 |
| 4 | 3 | 131 | 129 | 1 | 1 | 18 | 19 | 2 | 5 | 342 | 310 | 91 | 32 | 9 | 157 | 26 | 6 | 153 | | | | 2 | | 1 | 2 | 3 |
| 2 | 1 | 131 | 105 | 3 | 2 | 12 | 13 | 11 | 3 | 267 | .232 | 87 | 35 | 13 | 111 | 21 | 14 | 121 | | | | | | 4 | 2 | |
| 75 | 239 | 3603 | 3508 | 57 | 56 | 399 | 439 | 160 | 113 | 9116 | 8020 | 88 | 1096 | 12 | 3960 | 641 | 455 | 4060 | | | | | | | | |
| 77 | 217 | 3276 | 3189 | 52 | 51 | 363 | 399 | 145 | 103 | 8287 | 7291 | 88 | 996 | 12 | 3600 | 583 | 413 | 3691 | 48 | 42 | 49 | 42 | 83 | 63 | 147 | 123 |

Tabulated by PR
Computed by PR
Checked by
Checked by

y #281) 12th St. is North and South
& Taylor St. is East and West

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

# SUMMARY OF TRAFFIC COUNT

Date February 14, 1968
Day of week Wednesday
Hours counted 6 AM to 10 PM
Weather Clear

Classification

City of Hood River
Intersection Hood River Hwy #281 & Pin
Station number M.P. 0.52 (Approx)
Code number
Entering Volumes

| | | SUMMARY BY MOVEMENTS | | | | | | | | | | | | | | | | | SUMMARY BY LEGS | | | | PEDEST | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TIME | North to East | East to North | North to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North | |
| A. M. | 6:00- 7:00 | 2 | 4 | 0 | 2 | 16 | 54 | 0 | 1 | 2 | 0 | 0 | 2 | 83 | 74 | 89 | 9 | 11 | 18 | 6 | 3 | 56 | | |
| | 7:00- 8:00 | 1 | 12 | 6 | 6 | 100 | 171 | 3 | 4 | 15 | 35 | 7 | 1 | 361 | 314 | 87 | 47 | 13 | 107 | 30 | 17 | 207 | 7 | |
| | 8:00- 9:00 | 5 | 6 | 6 | 6 | 152 | 177 | 0 | 0 | 21 | 27 | 7 | 4 | 414 | 374 | 90 | 40 | 10 | 166 | 27 | 13 | 208 | | |
| | 9:00-10:00 | 5 | 8 | 7 | 13 | 163 | 178 | 2 | 2 | 17 | 21 | 6 | 3 | 425 | 377 | 89 | 48 | 11 | 175 | 27 | 21 | 202 | | 5 |
| | 10:00-11:00 | 4 | 4 | 9 | 14 | 225 | 227 | 0 | 2 | 15 | 17 | 5 | 6 | 528 | 488 | 92 | 40 | 8 | 238 | 19 | 21 | 250 | | 1 |
| | 11:00-12:00 | 5 | 14 | 8 | 13 | 232 | 202 | 2 | 4 | 35 | 27 | 6 | 3 | 551 | 477 | 87 | 74 | 13 | 245 | 51 | 23 | 232 | 10 | 5 |
| P. M. | 12:00- 1:00 | 7 | 15 | 15 | 10 | 276 | 261 | 4 | 3 | 22 | 23 | 15 | 2 | 653 | 584 | 89 | 69 | 11 | 298 | 41 | 28 | 286 | 7 | |
| | 1:00- 2:00 | 10 | 9 | 8 | 12 | 216 | 159 | 5 | 5 | 24 | 31 | 8 | 1 | 516 | 455 | 88 | 61 | 12 | 234 | 36 | 25 | 221 | 11 | |
| | 2:00- 3:00 | 8 | 11 | 25 | 21 | 255 | 259 | 3 | 2 | 20 | 41 | 9 | 8 | 662 | 596 | 90 | 66 | 10 | 288 | 34 | 32 | 308 | 5 | 11 |
| | 3:00- 4:00 | 13 | 11 | 21 | 36 | 302 | 293 | 8 | 9 | 40 | 33 | 13 | 16 | 795 | 678 | 85 | 117 | 15 | 336 | 57 | 58 | 342 | | 9 |
| | 4:00- 5:00 | 25 | 14 | 26 | 31 | 354 | 289 | 11 | 5 | 42 | 32 | 20 | 12 | 861 | 738 | 86 | 123 | 14 | 405 | 67 | 56 | 333 | 2 | 4 |
| | 5:00- 6:00 | 32 | 17 | 25 | 16 | 359 | 276 | 6 | 4 | 39 | 45 | 17 | 15 | 851 | 752 | 88 | 99 | 12 | 416 | 62 | 37 | 336 | 4 | |
| | 6:00- 7:00 | 19 | 18 | 8 | 17 | 189 | 180 | 5 | 4 | 18 | 19 | 6 | 11 | 494 | 426 | 86 | 68 | 14 | 216 | 41 | 27 | 210 | | 4 |
| | 7:00- 8:00 | 8 | 12 | 7 | 16 | 175 | 199 | 1 | 3 | 23 | 16 | 13 | 11 | 484 | 416 | 86 | 68 | 14 | 190 | 36 | 32 | 226 | | 3 |
| | 8:00- 9:00 | 2 | 7 | 4 | 3 | 151 | 129 | 1 | 1 | 18 | 19 | 2 | 5 | 342 | 310 | 91 | 32 | 9 | 157 | 26 | 6 | 153 | | |
| | 9:00-10:00 | 8 | 6 | 2 | 1 | 101 | 165 | 3 | 2 | 12 | 13 | 11 | 3 | 267 | 232 | 87 | 35 | 13 | 111 | 21 | 14 | 121 | | |
| | 10:00-11:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 11:00-12:00 | | | | | | | | | | | | | | | | | | | | | | | |
| A. M. | 12:00- 1:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 1:00- 2:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 2:00- 3:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 3:00- 4:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 4:00- 5:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 5:00- 6:00 | | | | | | | | | | | | | | | | | | | | | | | |
| 24-Hour total | | 162 | 135 | 195 | 239 | 3603 | 3508 | 57 | 56 | 399 | 439 | 160 | 113 | 9116 | 8020 | 88 | 1096 | 12 | 3960 | 641 | 455 | 4060 | | |
| 6-Hour total | | 147 | 168 | 177 | 217 | 3276 | 3189 | 52 | 51 | 363 | 399 | 145 | 103 | 8287 | 7291 | 88 | 996 | 12 | 3600 | 583 | 413 | 3691 | 48 | 42 |
| -Hour total | | | | | | | | | | | | | | | | | | | | | | | | |
| Control | | | | | | | | | | | | | | | | | | | | | | | | |
| Factor | | | | | | | | | | | | | | | | | | | | | | | | |

(Hwy # 281) 12th St. is North and South
Pine & Taylor St. is East and West

Tabulated by PR
Computed by PR
Checked by
Checked by

STATE PRINTING DEPT.

# OREGON STATE HIGHWAY DEPARTMENT
## Traffic Engineering Division
## TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE February 13, 1968

DAY OF WEEK Tuesday

ACTUAL COUNT (VEH.) 16 HRS.

HOURS COUNTED 6AM to 10PM

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6AM to 10PM

WEATHER clear

CITY OF Hood River

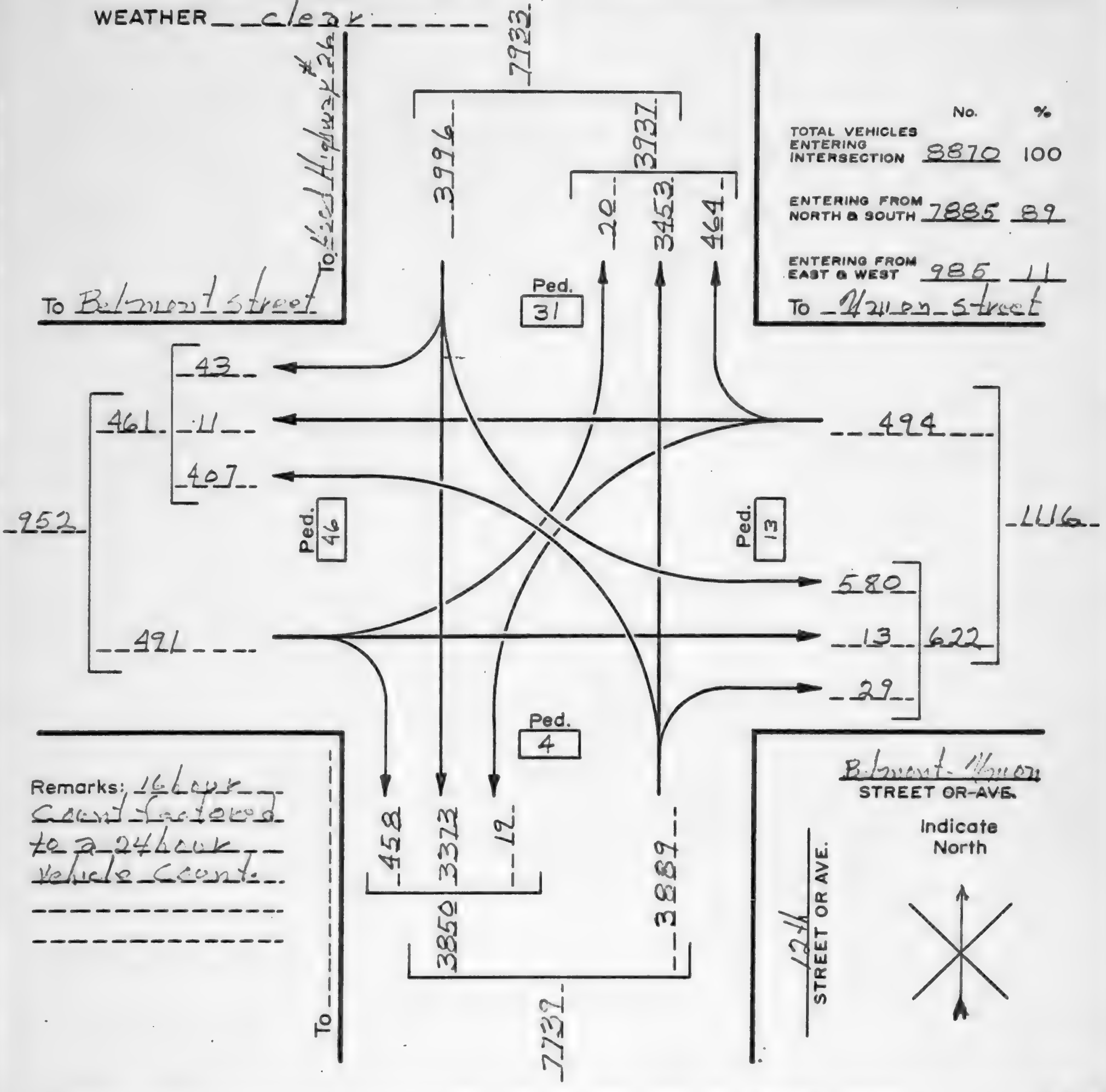
INTERSECTION OF Hood River Highway #281

AND Union-Belmont street

STATION NO. M.P. 0.71

CODE NO.

CLASSIFICATION


7933
3996
3937
20
3453
464
To Hood Highway #26
To Belmont street
To Union street
Ped.
31
43
461
11
407
952
494
1116
Ped.
46
Ped.
13
580
13
622
29
491
Ped.
4
458
3373
12
3850
3889
7739
To
12th
STREET OR AVE.
Belmont-Union
STREET OR-AVE.
Indicate North

| | No. | % |
|---|---|---|
| TOTAL VEHICLES ENTERING INTERSECTION | 8870 | 100 |
| ENTERING FROM NORTH & SOUTH | 7885 | 89 |
| ENTERING FROM EAST & WEST | 985 | 11 |

Remarks: 16 hour count factored to a 24 hour vehicle count.

12-55

## OREGON STATE HIGHWAY COMMISSION
### Traffic Engineering Division
# SUMMARY OF TRAFFIC COUNT

ary 13 1968
esday
AM to 10 P.M
clear

Classification

City of Hood River
Intersection Hood River Hwy #281 & [illegible]-Belmont street
Station number M.P. 0.71
Code number

Entering Volumes

| SUMMARY BY MOVEMENTS | | | | | | | | | | | | | | | SUMMARY BY LEGS | | | | PEDESTRIANS USING CROSSWALKS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| orth to est | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North | North | East | East | West | West | South | South |
| | 0 | 15 | 50 | 0 | 0 | 0 | 0 | 2 | 4 | 86 | 75 | 87 | 11 | 13 | 21 | 9 | 2 | 54 | | | | | | | | |
| | 2 | 123 | 171 | 0 | 0 | 0 | 1 | 9 | 18 | 380 | 323 | 85 | 57 | 15 | 133 | 46 | 11 | 190 | | | | | 1 | | | |
| | 1 | 123 | 179 | 0 | 0 | 1 | 2 | 17 | 5 | 370 | 328 | 89 | 42 | 11 | 142 | 24 | 18 | 186 | | | | | | | | |
| | 0 | 147 | 178 | 0 | 1 | 2 | 0 | 21 | 14 | 428 | 381 | 89 | 47 | 11 | 189 | 20 | 27 | 192 | | | | | | | | |
| | 2 | 186 | 178 | 0 | 0 | 2 | 2 | 11 | 13 | 430 | 393 | 91 | 37 | 9 | 200 | 24 | 13 | 193 | | | | | | | | |
| | 1 | 201 | 151 | 0 | 0 | 1 | 2 | 21 | 14 | 443 | 397 | 90 | 46 | 10 | 230 | 24 | 22 | 167 | | | | 1 | | 1 | | |
| | 1 | 250 | 314 | 0 | 1 | 0 | 0 | 28 | 26 | 704 | 632 | 90 | 72 | 10 | 292 | 42 | 30 | 340 | | | | 1 | | 1 | | |
| | 0 | 210 | 181 | 2 | 1 | 0 | 1 | 25 | 17 | 524 | 469 | 90 | 55 | 10 | 270 | 29 | 26 | 199 | | | | | | | | |
| 2 | 1 | 219 | 233 | 1 | 0 | 0 | 4 | 28 | 23 | 579 | 523 | 90 | 56 | 10 | 263 | 27 | 29 | 260 | 2 | | | | 2 | 10 | | |
| 2 | 1 | 278 | 236 | 1 | 0 | 1 | 1 | 37 | 37 | 669 | 590 | 88 | 79 | 12 | 316 | 41 | 38 | 274 | 3 | 6 | 1 | 2 | 4 | 4 | | |
| 6 | 1 | 334 | 308 | 3 | 1 | 3 | 0 | 54 | 53 | 865 | 766 | 89 | 99 | 11 | 405 | 43 | 56 | 361 | | 7 | | 3 | 1 | 4 | 1 | |
| 3 | 2 | 319 | 295 | 6 | 1 | 1 | 6 | 50 | 50 | 824 | 743 | 90 | 81 | 10 | 392 | 28 | 53 | 351 | | 5 | | | | 3 | | 2 |
| 2 | 4 | 201 | 196 | 6 | 1 | 3 | 4 | 35 | 27 | 540 | 471 | 87 | 69 | 13 | 244 | 29 | 40 | 227 | | 2 | | 2 | | 4 | | |
| 5 | 1 | 186 | 227 | 2 | 5 | 3 | 2 | 31 | 25 | 542 | 478 | 88 | 64 | 12 | 224 | 27 | 37 | 254 | | 2 | | | 1 | 8 | | |
| 3 | 1 | 125 | 107 | 1 | 6 | 1 | 1 | 17 | 19 | 308 | 274 | 89 | 34 | 11 | 147 | 15 | 19 | 127 | | 1 | | | | 1 | | 1 |
| 3 | 0 | 150 | 136 | 0 | 6 | 1 | 0 | 25 | 25 | 372 | 326 | 88 | 46 | 12 | 165 | 21 | 25 | 161 | | 3 | | 3 | | 1 | | |
| 13 | 20 | [illegible] | 3453 | 11 | 13 | 19 | 29 | 458 | 407 | 8870 | 7885 | 89 | 985 | 11 | 3796 | 494 | 491 | 3889 | | | | | | | | |
| 39 | 18 | [illegible] | 3140 | 10 | 12 | 17 | 26 | 416 | 370 | 8064 | 7169 | 89 | 895 | 11 | 3633 | 449 | 446 | 3536 | 5 | 26 | 1 | 12 | 9 | 37 | 1 | 3 |

(281) 12th St. is North and South
[illegible] - Belmont St. is East and West

Tabulated by P.R.
Computed by P.R.
Checked by
Checked by

Form E-46—2M

**OREGON STATE HIGHWAY COMMISSION**
**Traffic Engineering Division**

# SUMMARY OF TRAFFIC COUNT

Date February 13 1968
Day of week Tuesday
Hours counted 6 AM to 10 PM
Weather clear

Classification

City of Hood River
Intersection Hood River Hwy #281
Station number M.P. 0.71
Code number
Entering Volumes

| | | SUMMARY BY MOVEMENTS | | | | | | | | | | | | | | | | | SUMMARY BY LEGS | | | | PEDESTRI | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TIME | North to East | East to North | North to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | | North | |
| A. M. | 6:00- 7:00 | 6 | 9 | 0 | 0 | 15 | 50 | 0 | 0 | 0 | 0 | 2 | 4 | 86 | 75 | 87 | 11 | 13 | 21 | 9 | 2 | 54 | | | |
| | 7:00- 8:00 | 10 | 46 | 0 | 2 | 123 | 171 | 0 | 0 | 0 | 1 | 9 | 18 | 380 | 323 | 85 | 57 | 15 | 133 | 46 | 11 | 190 | | | |
| | 8:00- 9:00 | 18 | 23 | 1 | 1 | 123 | 179 | 0 | 0 | 1 | 2 | 17 | 5 | 370 | 328 | 89 | 42 | 11 | 142 | 24 | 18 | 186 | | | |
| | 9:00-10:00 | 12 | 18 | 0 | 0 | 147 | 178 | 0 | 1 | 2 | 0 | 21 | 14 | 428 | 381 | 89 | 47 | 11 | 159 | 20 | 27 | 192 | | | |
| | 10:00-11:00 | 14 | 22 | 0 | 2 | 186 | 178 | 0 | 0 | 2 | 2 | 11 | 13 | 430 | 393 | 91 | 37 | 9 | 200 | 24 | 13 | 193 | | | |
| | 11:00-12:00 | 29 | 23 | 0 | 1 | 201 | 151 | 0 | 0 | 1 | 2 | 21 | 14 | 443 | 397 | 90 | 46 | 10 | 230 | 24 | 22 | 167 | | | |
| P. M. | 12:00- 1:00 | 40 | 42 | 2 | 1 | 250 | 314 | 0 | 1 | 0 | 0 | 28 | 26 | 704 | 632 | 90 | 72 | 10 | 292 | 42 | 30 | 340 | | | |
| | 1:00- 2:00 | 60 | 27 | 0 | 0 | 210 | 181 | 2 | 1 | 0 | 1 | 25 | 17 | 524 | 469 | 90 | 55 | 10 | 270 | 29 | 26 | 199 | | | |
| | 2:00- 3:00 | 42 | 26 | 2 | 1 | 219 | 233 | 1 | 0 | 0 | 4 | 28 | 23 | 579 | 523 | 90 | 56 | 10 | 263 | 27 | 29 | 260 | 2 | | |
| | 3:00- 4:00 | 38 | 39 | 0 | 1 | 278 | 236 | 1 | 0 | 1 | 1 | 37 | 37 | 669 | 590 | 88 | 79 | 12 | 316 | 41 | 38 | 274 | 3 | 6 | 1 |
| | 4:00- 5:00 | 65 | 37 | 6 | 1 | 334 | 308 | 3 | 1 | 3 | 0 | 54 | 53 | 865 | 766 | 89 | 99 | 11 | 405 | 43 | 56 | 361 | | 7 | |
| | 5:00- 6:00 | 60 | 27 | 13 | 2 | 319 | 295 | 6 | 1 | 1 | 6 | 50 | 50 | 824 | 743 | 90 | 81 | 10 | 392 | 28 | 53 | 351 | | 5 | |
| | 6:00- 7:00 | 37 | 37 | 4 | 4 | 201 | 196 | 6 | 1 | 3 | 4 | 35 | 27 | 540 | 471 | 87 | 69 | 13 | 244 | 29 | 40 | 227 | | 2 | |
| | 7:00- 8:00 | 33 | 23 | 5 | 1 | 186 | 227 | 2 | 5 | 3 | 2 | 31 | 25 | 542 | 478 | 88 | 64 | 12 | 224 | 27 | 37 | 254 | | 2 | |
| | 8:00- 9:00 | 13 | 13 | 3 | 1 | 125 | 107 | 7 | 6 | 7 | 1 | 17 | 19 | 308 | 274 | 89 | 34 | 11 | 147 | 15 | 19 | 127 | | 1 | |
| | 9:00-10:00 | 12 | 20 | 3 | 0 | 150 | 136 | 8 | 6 | 1 | 0 | 25 | 25 | 372 | 326 | 88 | 46 | 12 | 165 | 21 | 25 | 161 | | 3 | |
| | 10:00-11:00 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11:00-12:00 | | | | | | | | | | | | | | | | | | | | | | | | |
| A. M. | 12:00- 1:00 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1:00- 2:00 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2:00- 3:00 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3:00- 4:00 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4:00- 5:00 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5:00- 6:00 | | | | | | | | | | | | | | | | | | | | | | | | |
| 24-Hour total . | | [illegible] | [illegible] | 43 | 20 | [illegible] | 3453 | 11 | 13 | 19 | 29 | 458 | 407 | 8870 | 7885 | 89 | 985 | 11 | 3796 | 494 | 491 | 3889 | 5 | 26 | |
| 16-Hour total . | | 527 | 422 | 39 | 18 | [illegible] | 3140 | 10 | 12 | 17 | 26 | 416 | 370 | 8064 | 7169 | 89 | 895 | 11 | 3633 | 449 | 446 | 3536 | | | |
| -Hour total . | | | | | | | | | | | | | | | | | | | | | | | | | |
| Control . . . | | | | | | | | | | | | | | | | | | | | | | | | | |
| Factor . . . | | | | | | | | | | | | | | | | | | | | | | | | | |

(Hwy #281) 12th St. is North and South
[illegible]-Belmont St. is East and West

Tabulated by P R
Computed by P R
Checked by
Checked by

STATE PRINTING DEPT.

FORM E-30 50M 10-65

RECEIVED
FEB -1 1968
TRAFFIC ENGINEERING

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
January 30, 1968

SUBJECT:
One-way couplet
City of Hood River

To:
Mr. F. D. Morgan
Construction Engineer
Salem, Oregon 97310

Herewith copy of a letter from the City of Hood River requesting that we proceed with negotiations on an agreement to provide a one-way couplet as shown on the attached map.

Would you please see that the proper persons are notified of this request and advise this office so that we may advise the City of Hood River of the State's decision on this matter.

J F Putnam
J. F. Putnam
Division Engineer

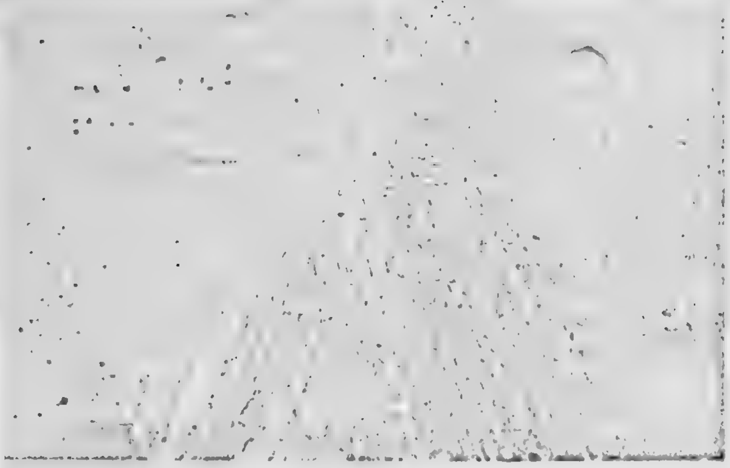
JFP:bl
Encs

cc: H. S. Cox

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease C
Murdock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
CONSTRUCTION
DIVISION

JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER



# CITY OF HOOD RIVER

P. O. BOX 27

HOOD RIVER, OREGON

January 25, 1968

RECEIVED

Oregon State Highway Department
Seufert Park Road
The Dalles, Oregon 97058

ATTN: Robert Hamilton
District Maintenance Supervisor

RE: One-way couplet for the City of Hood River Heights area

Gentlemen:

The City Council has requested that I proceed with the negotiations with your agency to attempt to establish a one-way couplet for State Highway 35 - 12th Street - between May Street and City limits of Hood River. As you are quite aware, this particular street has been the subject of considerable amount of correspondence between the City and your department because of the traffic loads it is carrying during certain time of the day.

The problem is gradually increasing so that at peak hours, especially during fruit harvest season, it becomes nearly impossible to enter this street from a side road in the area South of May Street.

Your Indian Creek project, well needed and commendable improvement for the area it serves, is going to result in the North bound traffic being funneled down from a 4 lane into a somewhat crowded 2 lane situation.

It is the desire of the Council and the Planning Commission to initiate a program whereby 13th Street is extended from May Street through the existing park area to form a connection on Belmont Road and hopefully back into 12th Street just North of the Armory property. Thirteenth Street would then be designated one-way South from May Street and 12th Street would become one-way North bound from Belmont Road to May Street. May Street between 12th and 13th would be widened to 54 feet and remain two-way east and west. Belmont Road would be limited to one-way East bound and "A" Street one-way West bound between 12th and 13th Streets.

The map showing the proposed traffice flow is attached for your view.

It is hoped that if the City can provide the required right-of-way through the park area and as needed for the widening of 13th between Taylor and Belmont to obtain a minimum of 60 feet of right-of-way for a 40 feet to 44 feet finished street with sidewalks plus the relocation of the utilities, project engineering, and supervision that the State would join in the program for the actual construction costs of the proposed new thoroughfare.

It is realized that this would be a substantial expenditure of funds for both agencys and will necessarily have to be set up in a budget item for the next fiscal year. We would be most interested in hearing your department's comments on this proposal and if you feel such a project is feasible, we would like to proceed with preliminary planning and establishment of a tentitive schedule for the project at the earliest possible time.

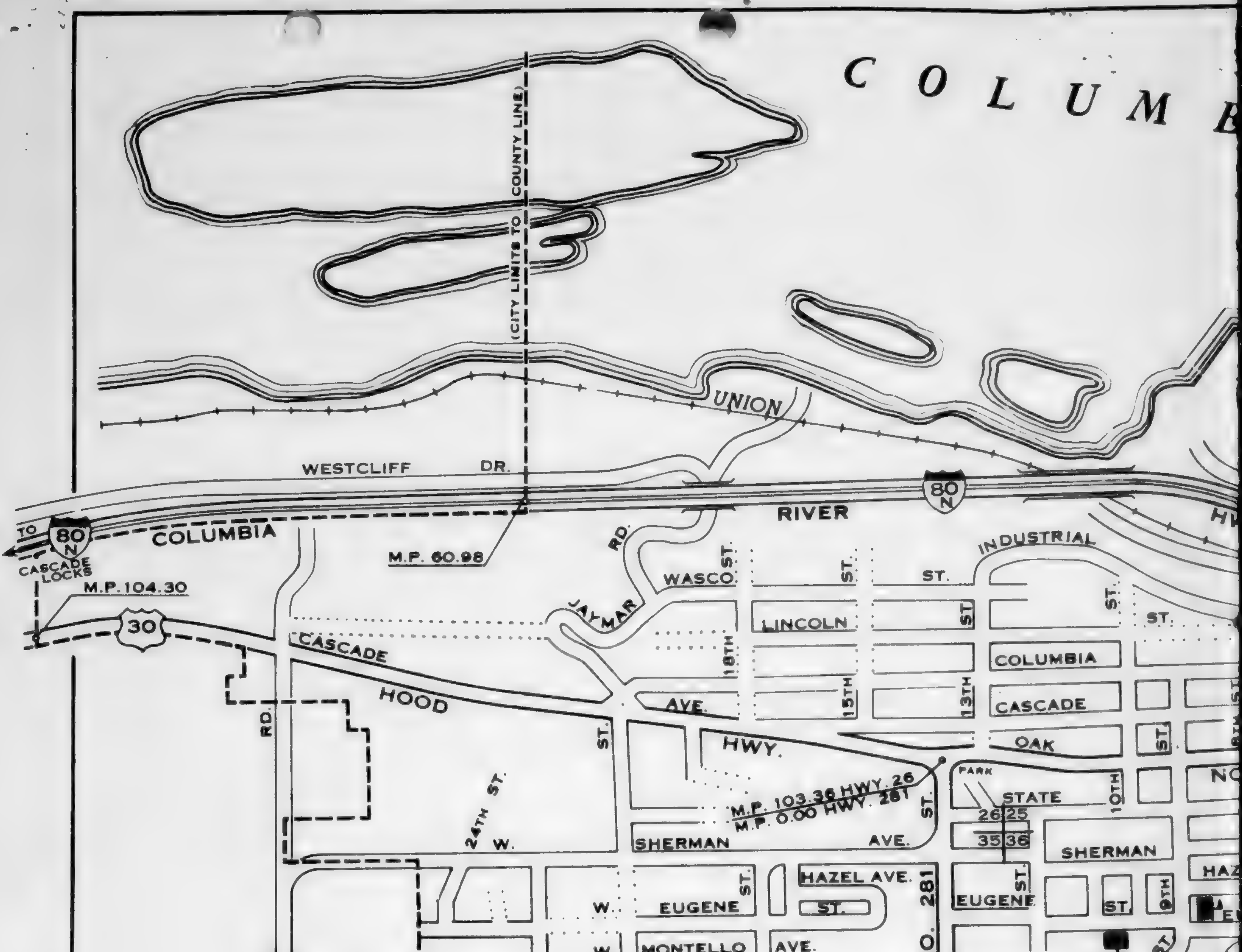
If you have any questions or need further information, please contact this office.

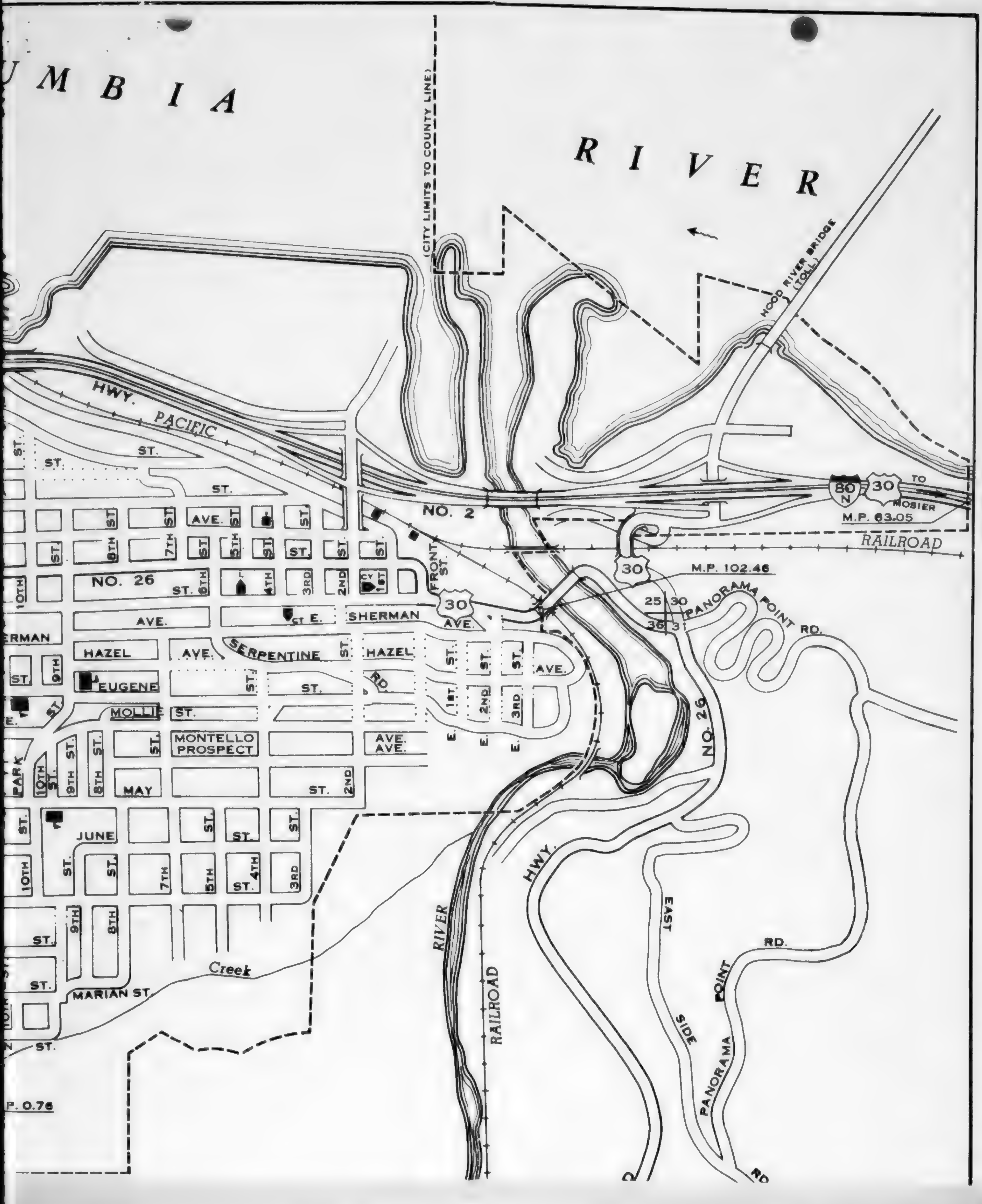
Very truly yours,

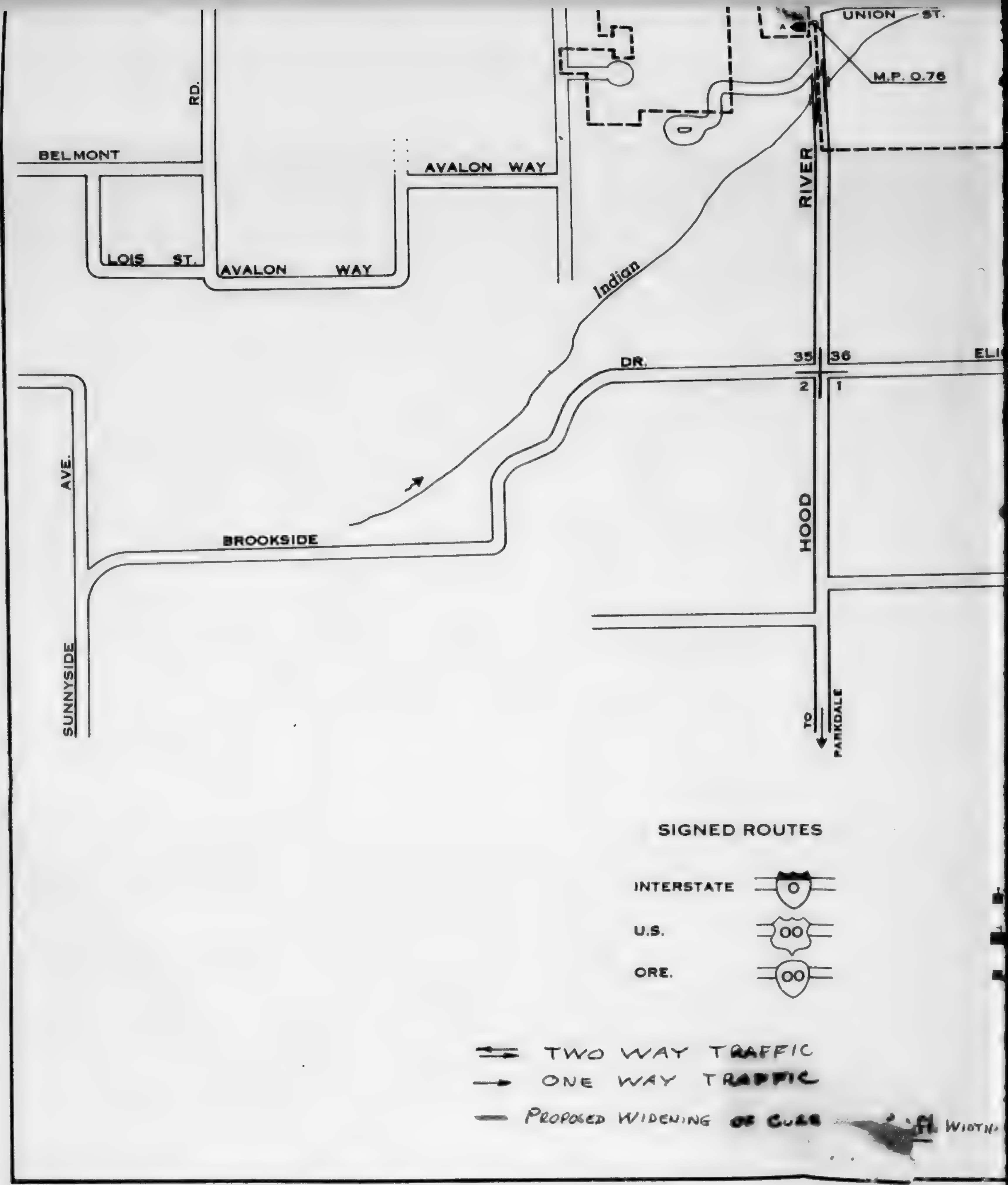
Donald J. Branton
City Engineer

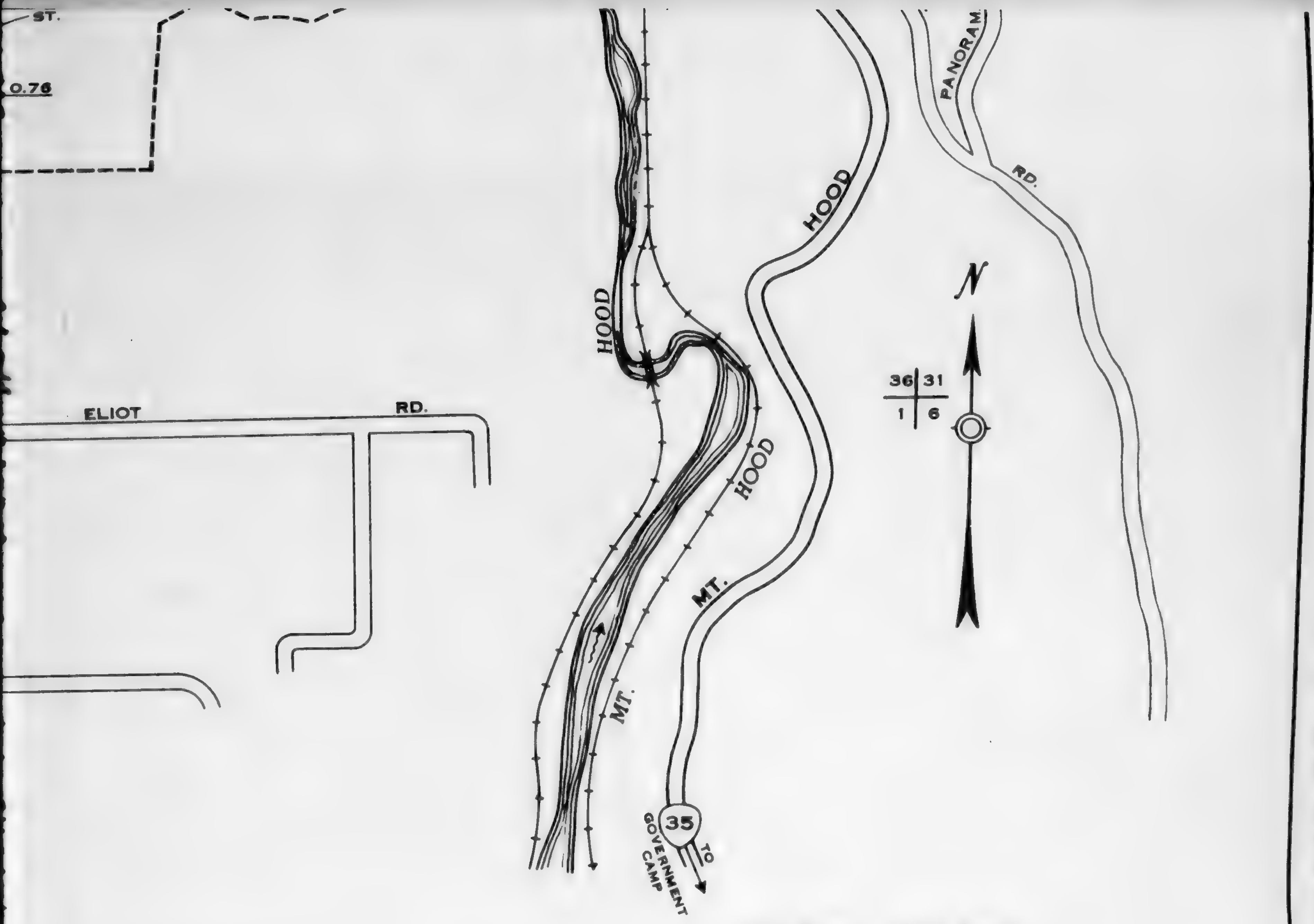
DJB:se

Enc: Map


COLUMB
(CITY LIMITS TO COUNTY LINE)
UNION
WESTCLIFF DR.
80 N
COLUMBIA
RIVER
HW
TO CASCADE LOCKS
M.P. 60.98
M.P. 104.30
30
INDUSTRIAL
JAYMAR RD.
WASCO ST.
ST.
LINCOLN
COLUMBIA
CASCADE
CASCADE
HOOD
AVE.
HWY.
OAK
18TH
15TH
13TH
10TH
RAND RD.
24TH ST.
M.P. 103.36 HWY. 26
M.P. 0.00 HWY. 281
PARK
STATE
26 25
35 36
W. SHERMAN AVE.
SHERMAN
HAZEL AVE.
HAZ
W. EUGENE ST.
EUGENE
NO. 281
W. MONTELLO AVE.
MONTELLO AVE.
W. 20TH PROSPECT AVE.
22ND ST.
17TH
13TH
12TH
9TH
PARK
10TH ST.
9TH
8TH
MAY
MAY ST.
MAY
JUNE
PARK
HWY.
TAYLOR ST.
PINE
11TH
10TH
21ST ST.
"C" ST.
"B" ST.
"A"
"B" ST.
HULL ST.
WILSON ST.
MARI
BELMONT 22ND RD.
18TH
17TH
16TH
15TH
14TH
13TH
12TH
11TH
10TH
UNION ST.
M.P. 0.76
RD.


UMBIA
RIVER
(CITY LIMITS TO COUNTY LINE)
HOOD RIVER BRIDGE (TOLL)
HWY. PACIFIC
NO. 2
80 N
30
TO MOSIER
M.P. 63.05
RAILROAD
30
M.P. 102.46
25 30
36 31
PANORAMA POINT RD.
FRONT ST.
NO. 26 ST.
30
AVE.
E. SHERMAN AVE.
ERMAN
HAZEL AVE.
SERPENTINE RD.
HAZEL AVE.
EUGENE ST.
MOLLIE ST.
MONTELLO AVE.
PROSPECT AVE.
PARK
MAY ST.
JUNE ST.
MARIAN ST.
N ST.
10TH
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
1ST
E. 1ST ST.
E. 2ND ST.
E. 3RD ST.
Creek
RIVER
RAILROAD
HWY.
NO. 26
EAST SIDE RD.
PANORAMA POINT RD.
P. 0.76


UNION ST.
M.P. 0.76
RD.
BELMONT
AVALON WAY
LOIS ST.
AVALON WAY
Indian
RIVER
DR.
35
36
2
1
ELI
AVE.
SUNNYSIDE
BROOKSIDE
HOOD
TO PARKDALE
SIGNED ROUTES
INTERSTATE
0
U.S.
00
ORE.
00
TWO WAY TRAFFIC
ONE WAY TRAFFIC
PROPOSED WIDENING OF CURB
WIDTH


ST.
0.76
ELIOT RD.
HOOD
MT. HOOD
PANORAMA
RD.
N
36 31
1 6
35
TO GOVERNMENT CAMP

# HOOD RIVER

HOOD RIVER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,830

Scale in Feet

400 0 400 800

Revised January 1967

LEGEND

| | |
|---|---|
| ▲ Post Office | ▲ Public Bldg. |
| | CY – City Hall |
| ■ School | CT – Court House |
| ■ R. R. Depot | A – Armory |
| | L – Library |

═ Street open for travel.

┄ Street dedicated but not open.

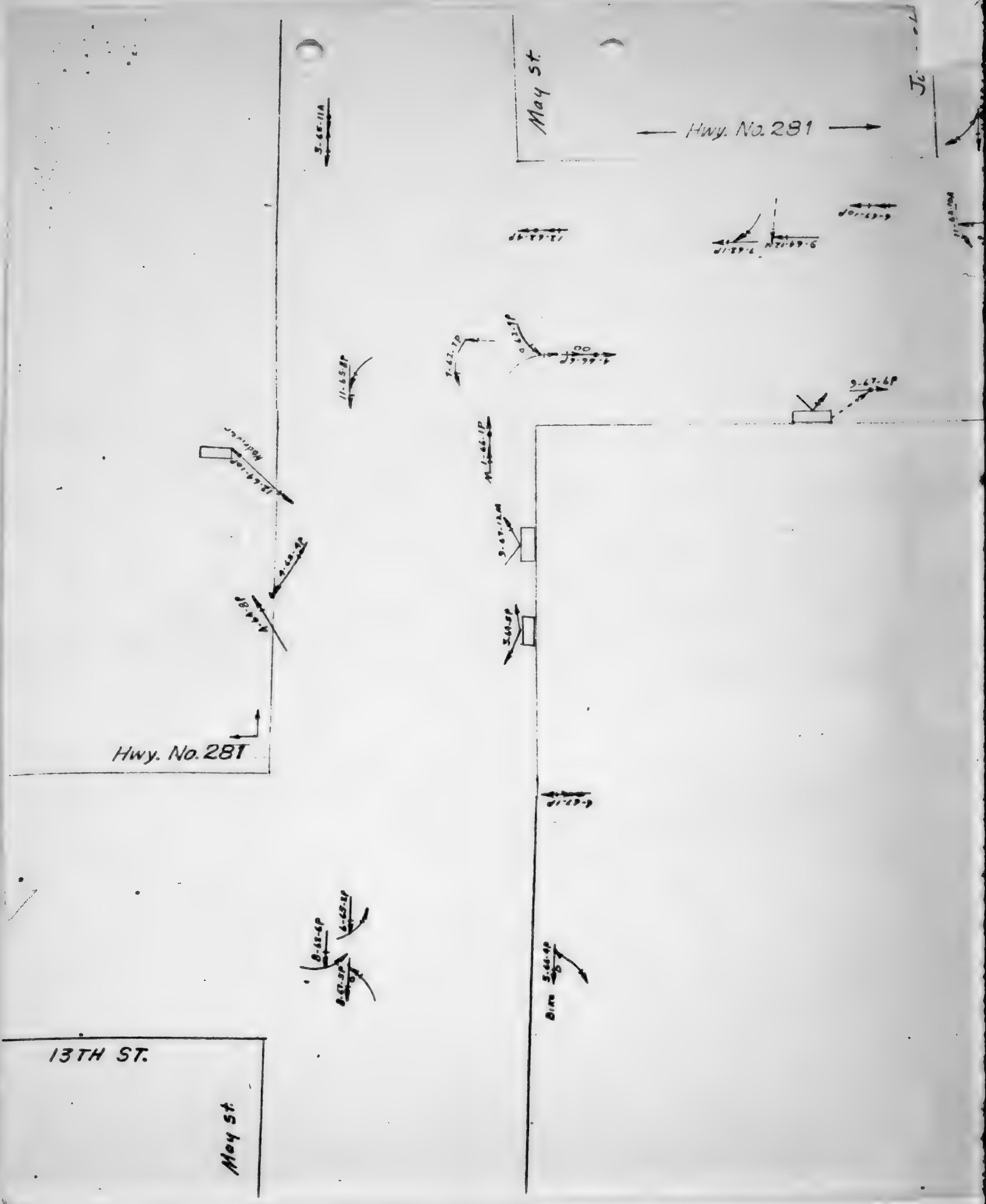
--- City Limits.

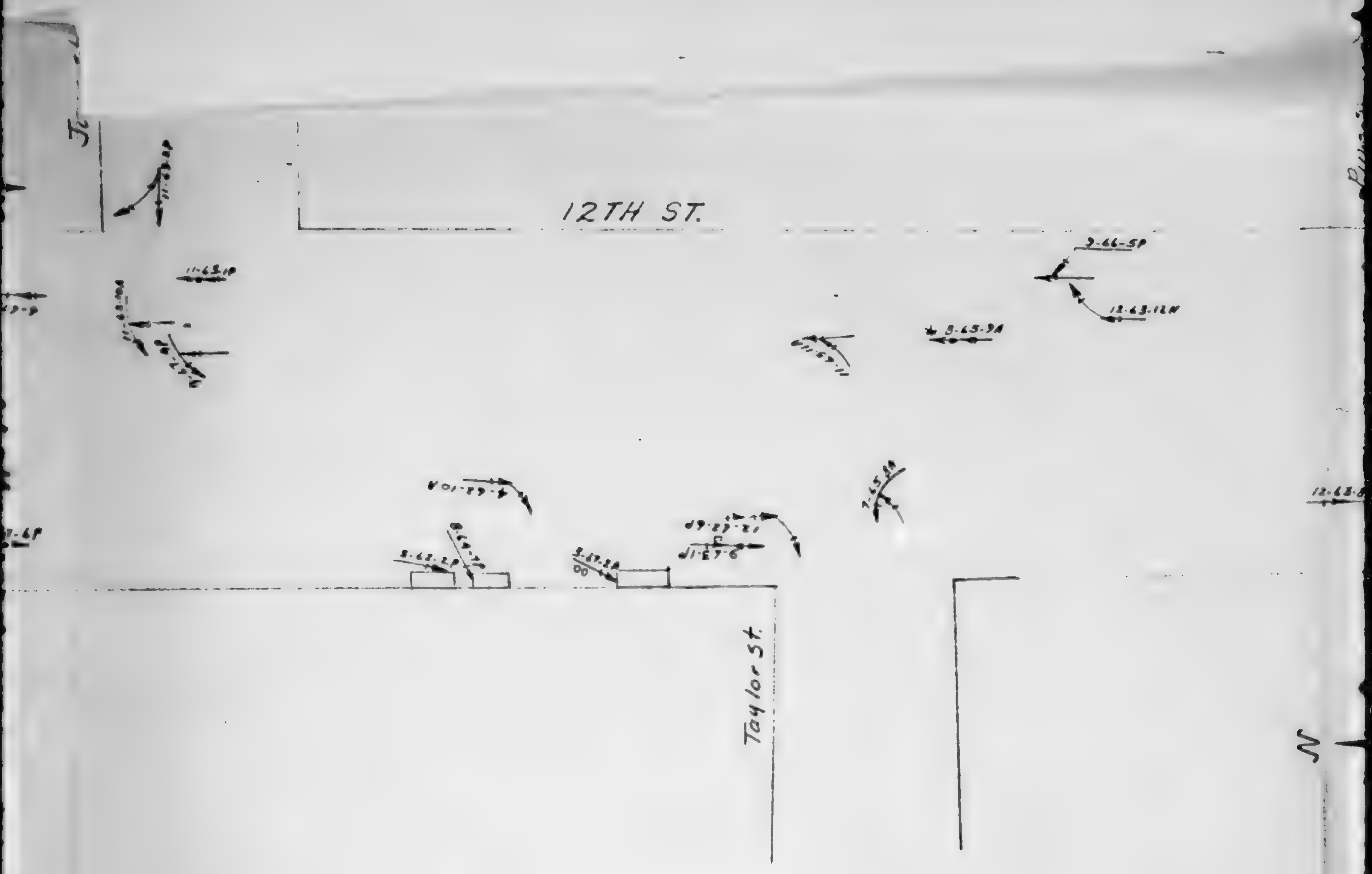
Ft. WIDTHS

═ R/W [illegible] (60' R/W - 40-44 st.)

═ WIDENING REQUIRED TO 40-44 ft.

═ EXISTING 40' WIDTH (60' R/W)


May St.
Hwy. No. 281
3-65-11A
11-65-8P
7-62-1P
1-66-1P
Hwy. No. 28T
13TH ST.
May St.


12TH ST.
Taylor St.
11-63-1P
9-66-5P
12-63-12N
8-63-9A
7-63-8A
N

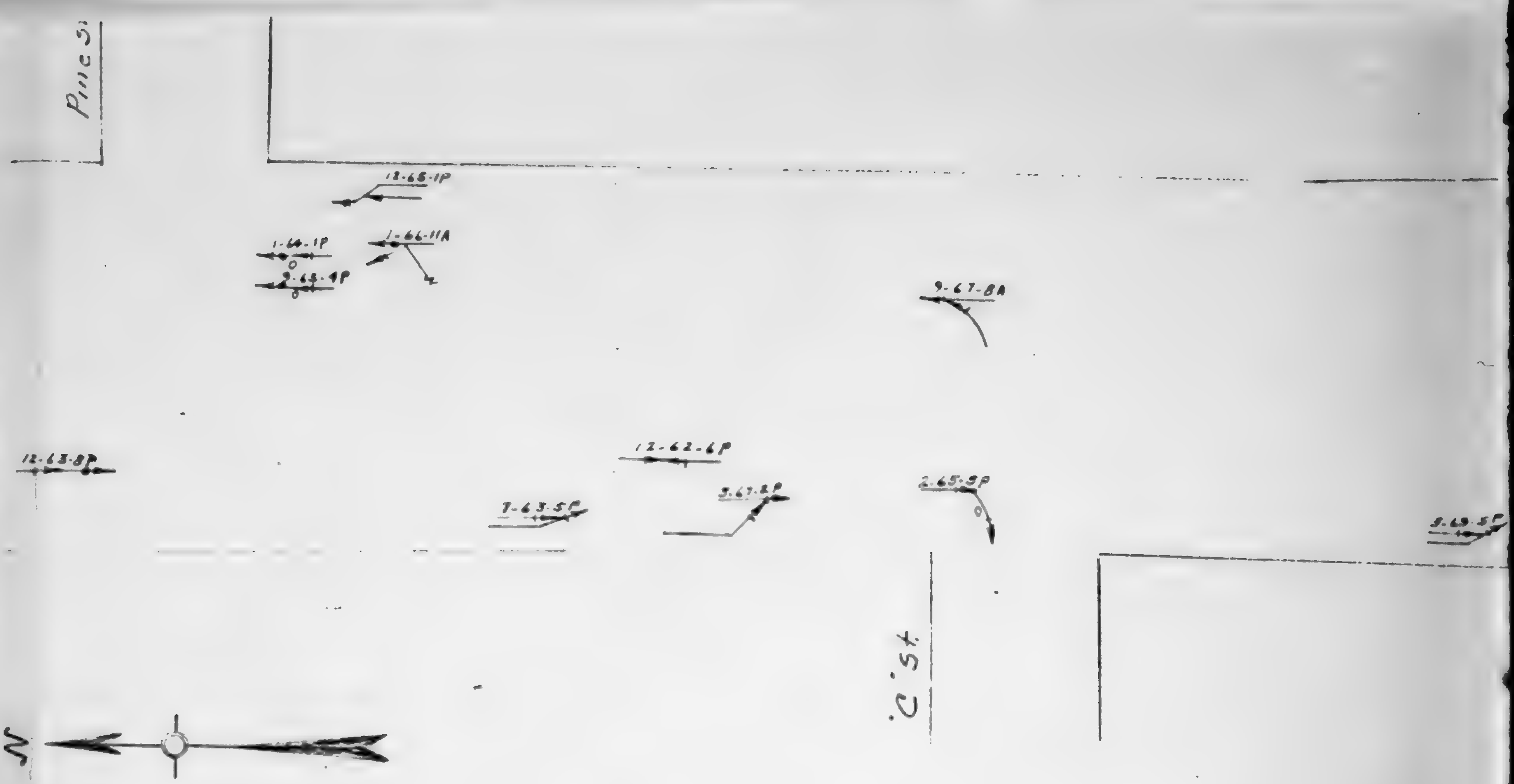
Oregon State Highway Departm

Traffic Engineering Division

Accident Analysis

## COLLISION DIAGRAM

| Collision Type | 1962-1963 | | | |
|---|---|---|---|---|
| | Fatal | Non-fatal | Prop. Damage | Total |
| Angle | | 1 | 2 | 3 |
| Head-on | | | 1 | |
| Rear-end | | 1 | 9 | 10 |
| Sideswipe | | | | |
| Turning Movement | | | 13 | 13 |
| Parking | | | 9 | 9 |
| Non-collision | | | | |
| Fixed Object | | | | |
| Pedestrian | | | | |
| Backing | | | 3 | 3 |
| Misc | | | | |
| TOTAL | | 2 | 37 | 39 |

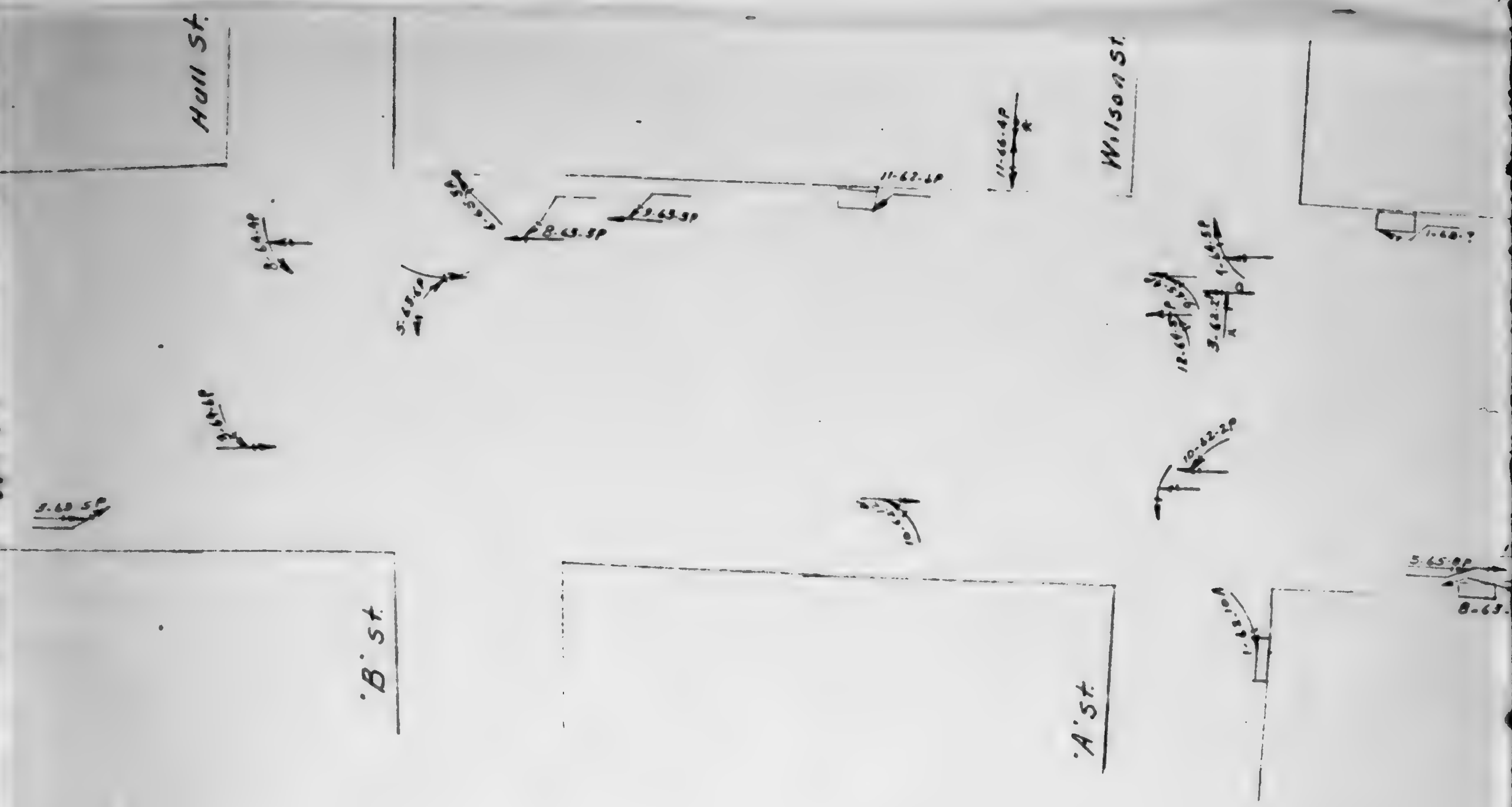

Pine St
12-65-1P
1-64-1P
1-66-11A
9-65-4P
9-67-8A
12-63-8P
12-62-6P
3-67-2P
7-63-5P
2-65-3P
3-63-5P
'C' St.
N

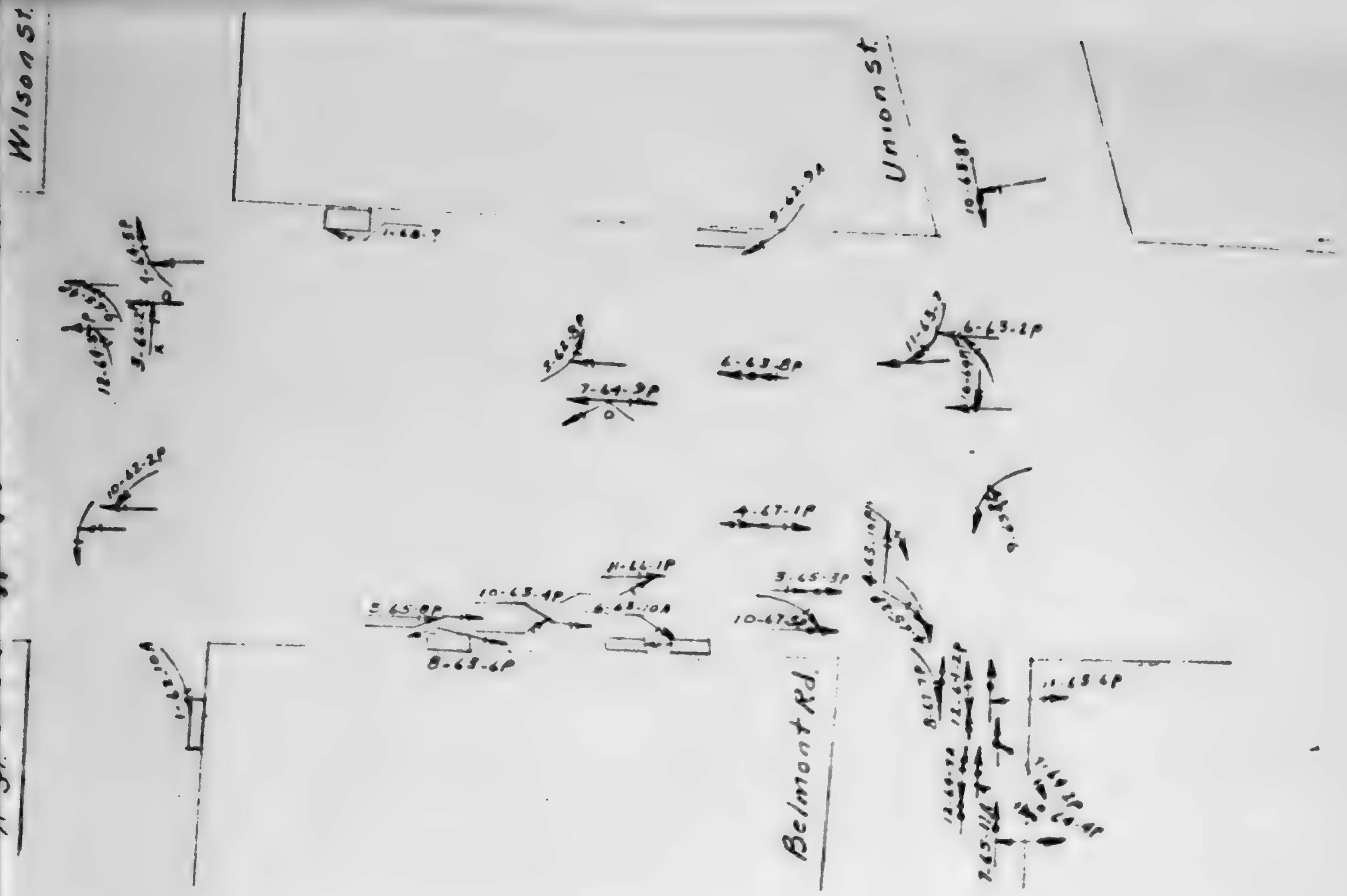
* Stopped prior to L/T

Department
Division
ysis
GRAM

City of Hood River County Hood River
Intersection of Hood River Hwy. ~~and~~ 13th & May to 12th & Union
Highway Number 281
Period Covered 1-1-62 to 10-31-67
Compiled by Bc Drawn by Date 2-5-68

| 1963 | | 1964-1965 | | | | 1966 | | | | 10 Mos. 1967 | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Prop. Damage | Total | Fatal | Non-fatal | Prop Damage | Total | Fatal | Non-fatal | Prop Damage | Total | Fatal | Non-fatal | Prop Damage | Total | Fatal | Non-fatal | Prop Damage | Total |
| 2 | 3 | | | 1 | 1 | | | | | | | | | | 1 | 3 | 4 |
| 1 | | | | | | | | | | | | | | | | 1 | 1 |
| 9 | 10 | | 3 | 3 | 6 | | 1 | 1 | 2 | | 1 | 1 | 2 | | 6 | 14 | 20 |
| | | | | | | | | 1 | 1 | | | 2 | 2 | | | 3 | 3 |
| 13 | 13 | | | 10 | 10 | | | 1 | 1 | | 1 | 4 | 5 | | 1 | 28 | 29 |
| 9 | 9 | | | 4 | 4 | | | 1 | 1 | | | 1 | 1 | | | 15 | 15 |
| | | | | 2 | 2 | | | | | | | | | | | 2 | 2 |
| | | | | 2 | 2 | | | | | | | | | | | 2 | 2 |
| | | | | | | | | | | | | | | | | | |
| 3 | 3 | | | 6 | 6 | | 1 | 1 | 2 | | | 2 | 2 | | 1 | 12 | 13 |
| | | | | 1 | 1 | | | | | | | | | | | 1 | 1 |
| 31 | 39 | | 3 | 29 | 32 | | 2 | 5 | 7 | | 2 | 10 | 12 | | 9 | 81 | 90 |


Hull St.
Wilson St.
'B' St.
'A' St.
8-63-3P
9-63-3P
11-62-6P
11-66-4P
1-64-5P
10-62-2P
5-65-8P
9-63-5P


Wilson St.
Union St.
Belmont Rd.
1-66-7
10-62-2P
7-64-9P
6-63-8P
9-62-9A
10-65-8P
11-63-7
6-63-2P
4-67-1P
5-65-8P
10-63-4P
8-63-6P
6-63-10A
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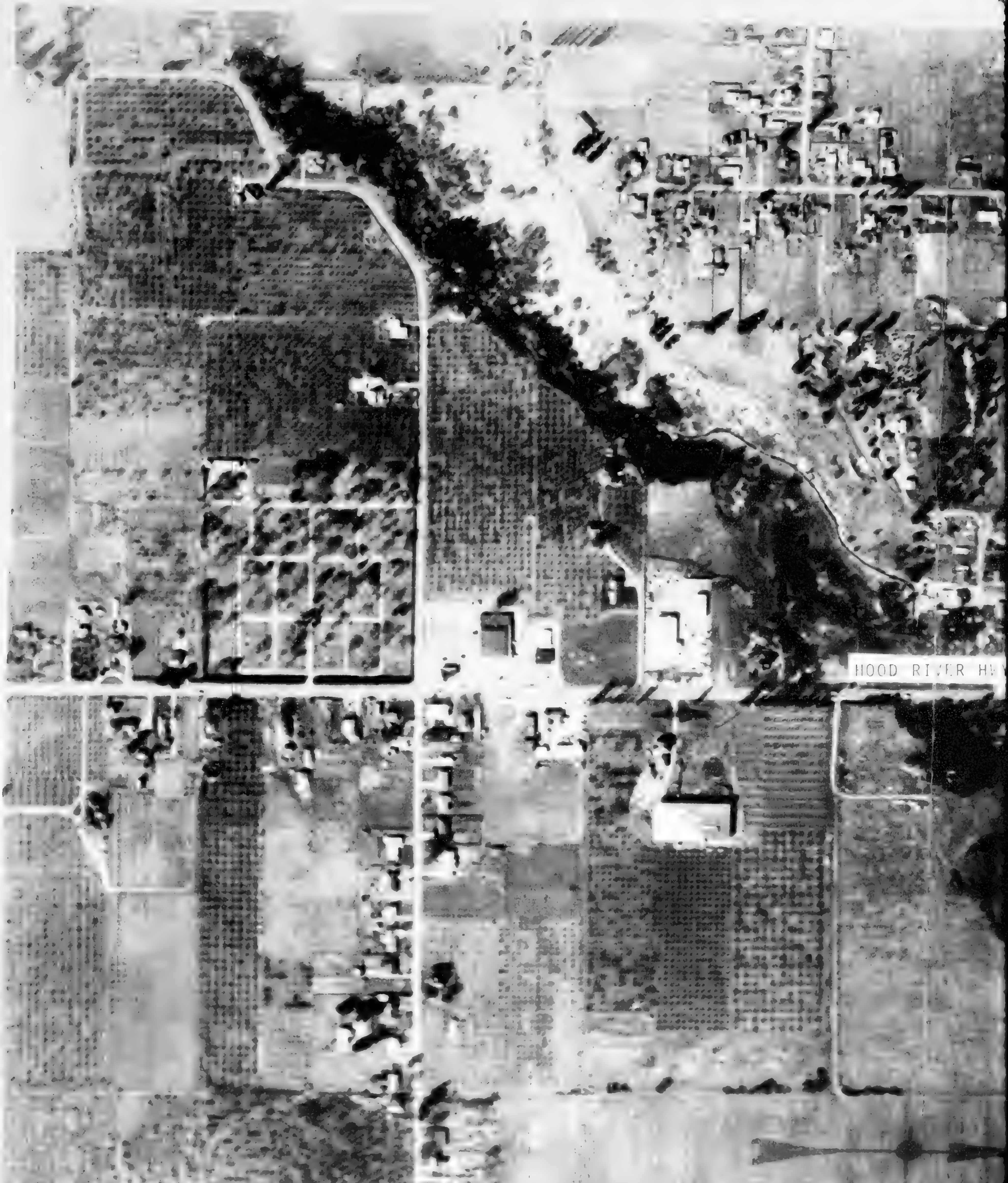
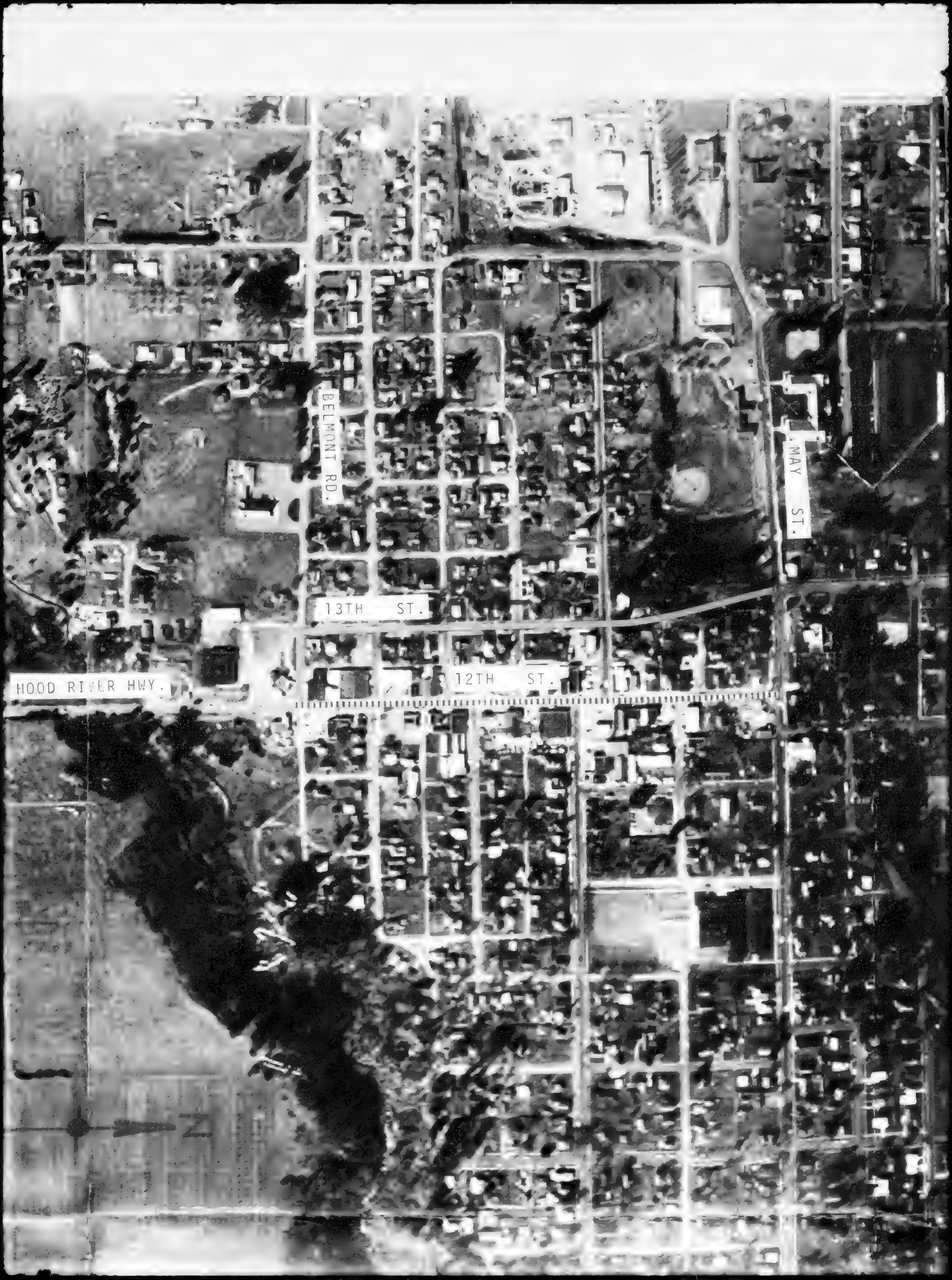
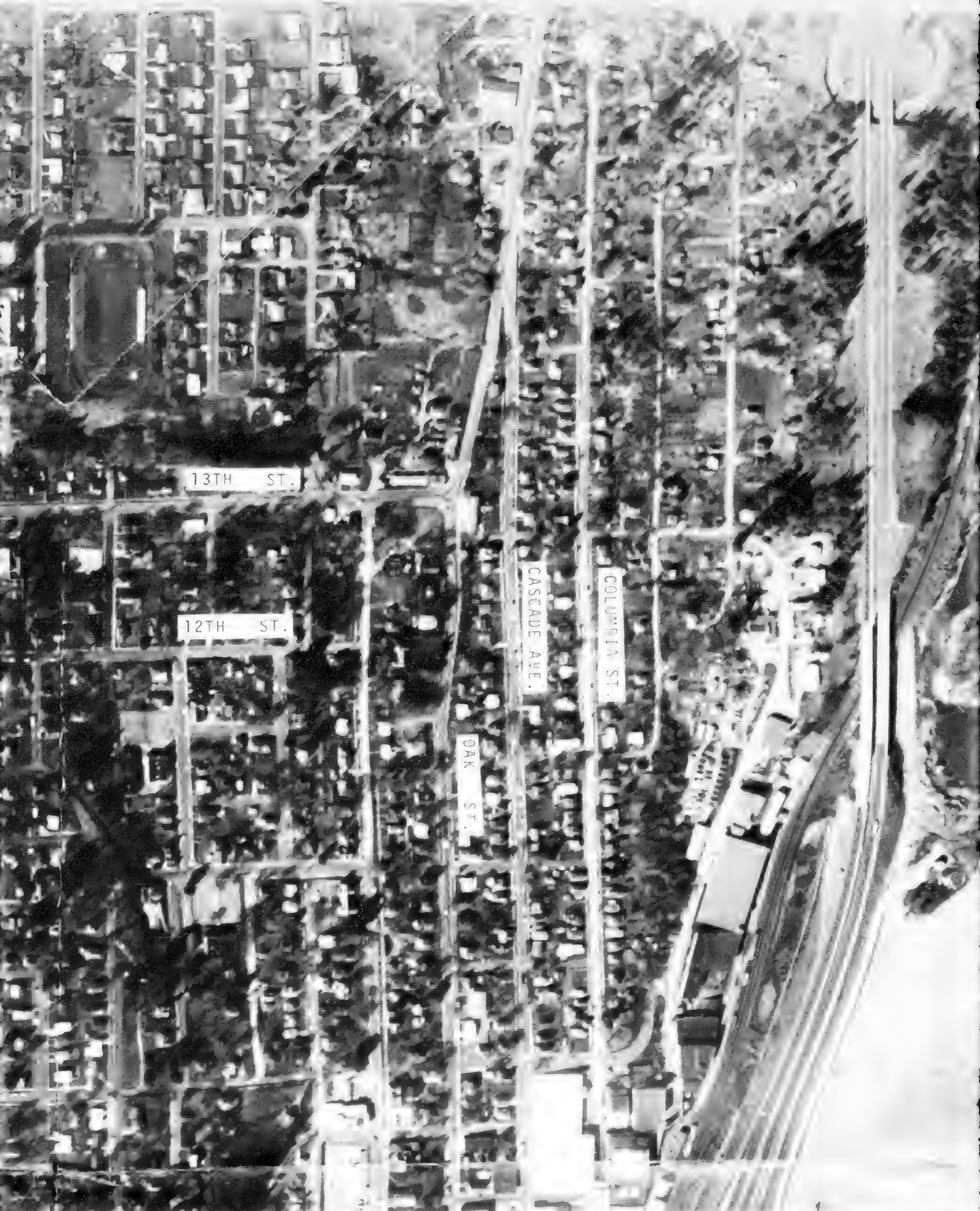
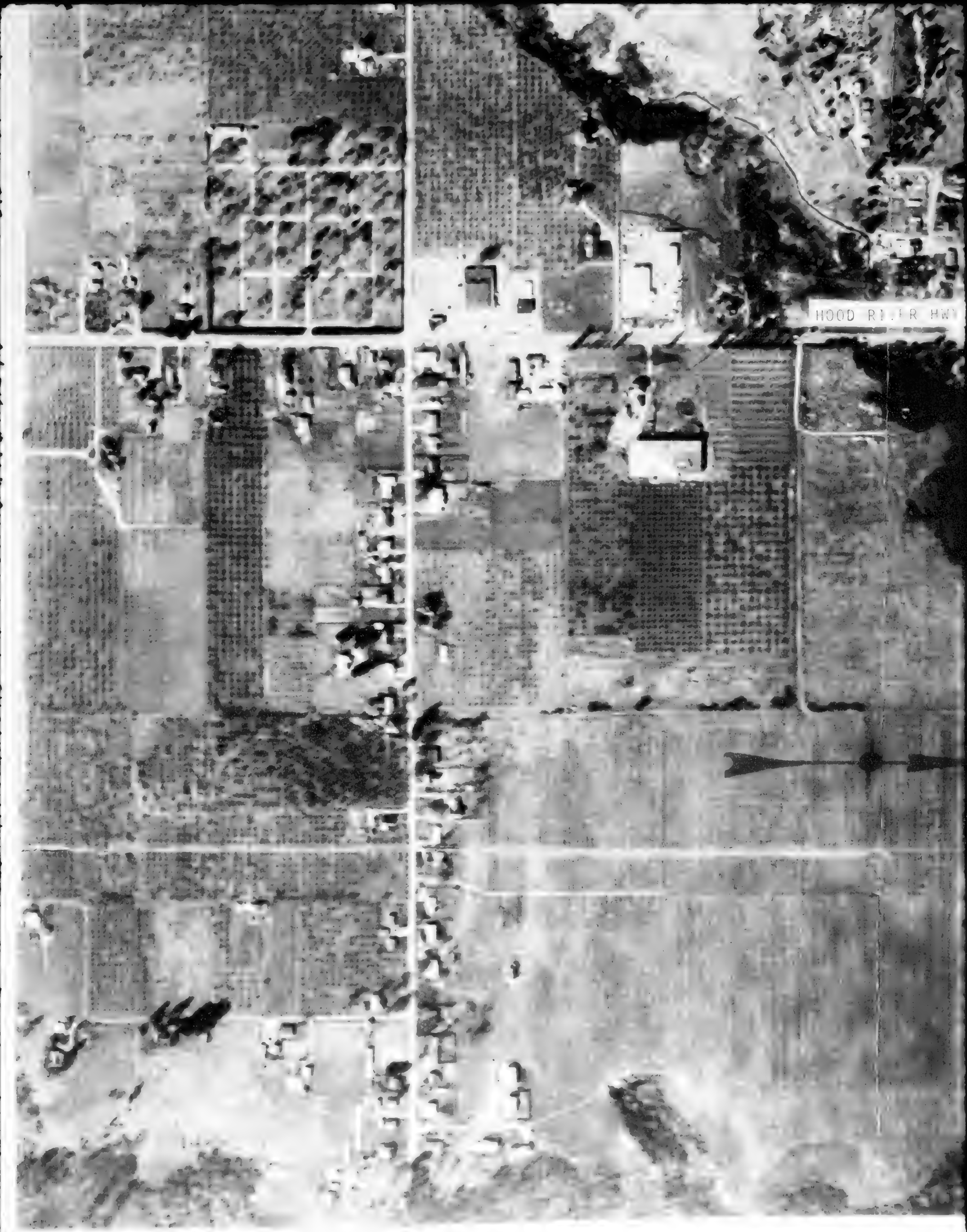
10-67-5P
4-65-10P
11-63-6P
7-65-11A


HOOD RIVER HWY

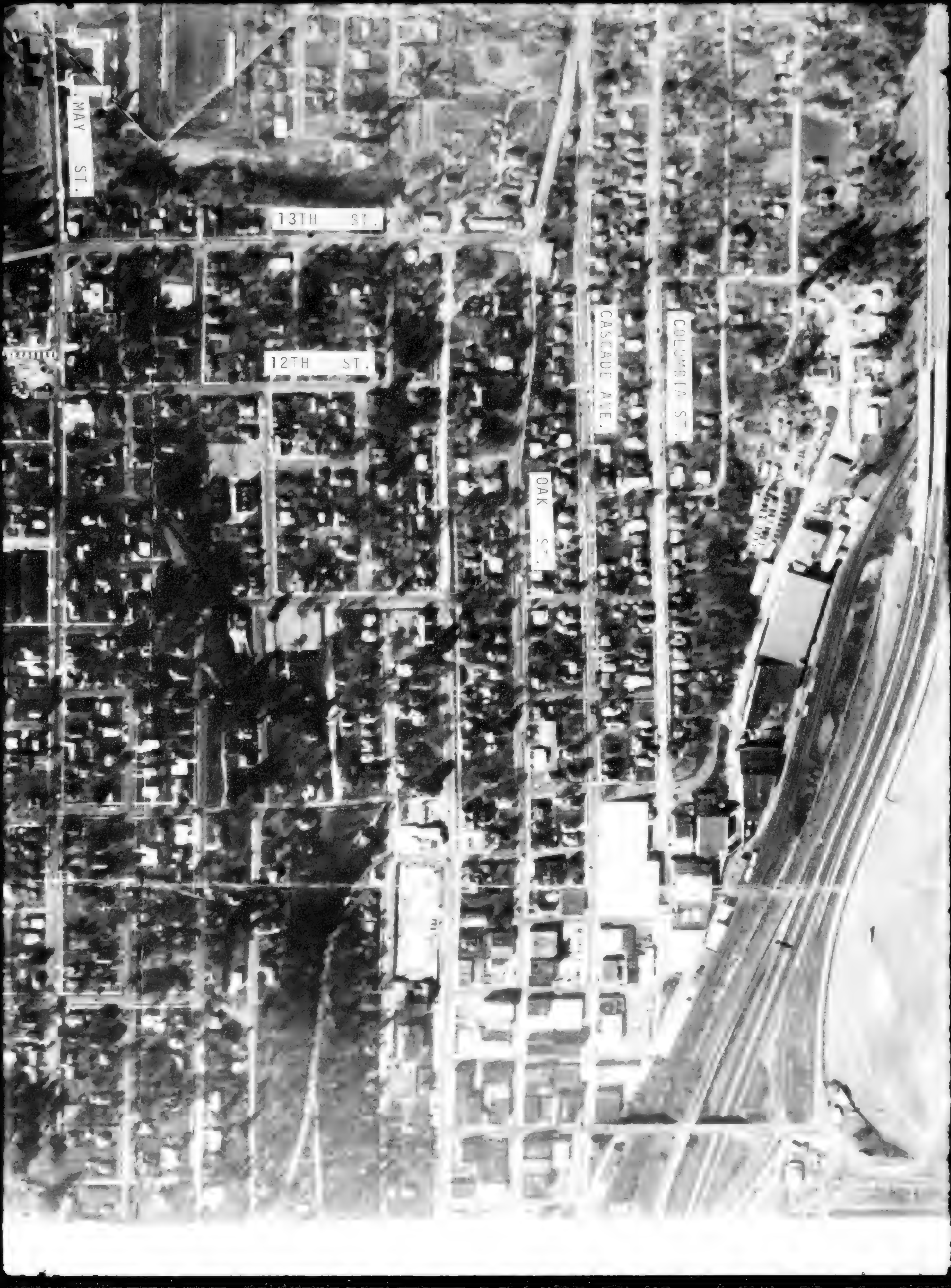

BELMONT RD.
MAY ST.
13TH ST.
12TH ST.
HOOD RIVER HWY.
N

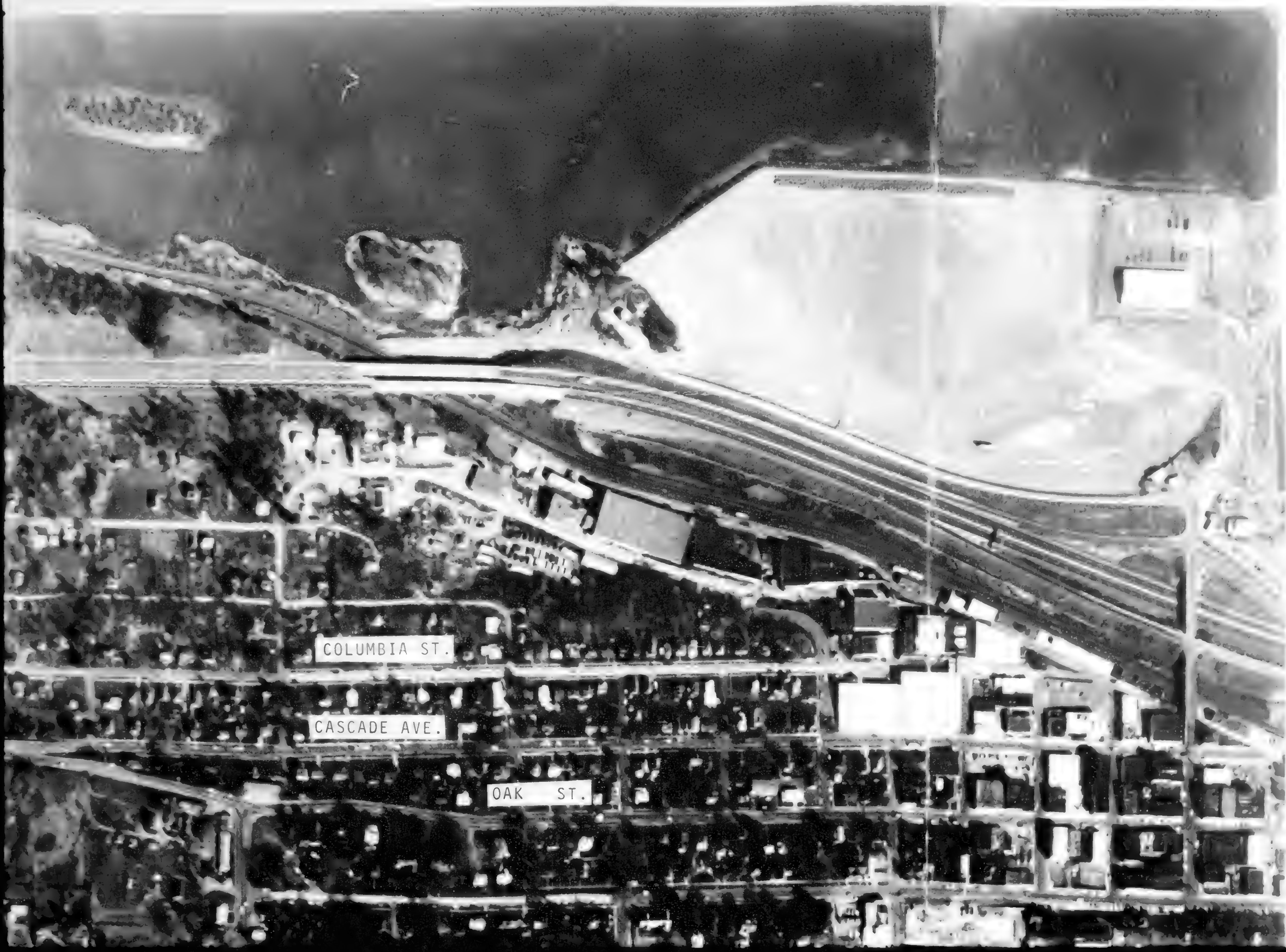

13TH ST.
12TH ST.
CASCADE AVE.
COLUMBIA ST.
OAK ST.

COLUMBIA ST.
CASCADE AVE.
OAK ST.


HOOD RIVER HWY

ST.
BELMONT RD.
13
N


MAY ST.
13TH ST.
12TH ST.
CASCADE AVE.
COLUMBIA ST.
OAK ST.


COLUMBIA ST.
CASCADE AVE.
OAK ST.

RECEIVED
FEB 13
10 [illegible]

Maint
Traffic
Routing
Hood River

Salem, Oregon 97310
February 13, 1968

Mr. J. F. Putnam
Division Engineer
Bend, Oregon

One-way Couplet
City of Hood River
Hood R. Sec 281

Reference is made to your letter of January 30 concerning a proposal by the City of Hood River to establish a one-way couplet.

We have asked the Traffic Division to make an analysis of the merits of this proposal and they advise us that it will take until the end of February before they can complete the assignment.

Please therefore advise the City that we are studying the matter and that we will contact them further in the early part of April.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

1985 Tiller-Trail Hwy. Slide 10,092
@ M.P. 45 Sec., Tiller-Trail
Hwy. (Grad. and pav.)

10.092 jc cc: OSHD (D. Forbes)

STATE COPY 10092

U.S. Department of Transportation
**Federal Highway Administration**

# FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
JUN 1 '88
6/3 REFER TO
cc Construction
FOR em
Info | Inves | R/D | D/R | Sign | Act | File
D. R. ADAMS

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Jackson | DIVISION<br>Oregon |
| DATE OF REPORT<br>May 12, 1988 | REPORT MADE BY<br>C. O. Fredrickson, Construction Engineer | | PROJECT NO.<br>RS-104(4) |
| COMPLETION DATE (Actual)<br>Nov. 13, 1986 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>February 16, 1988 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>210 CWD |

LOCATION
The slide at M.P. 45 on the Tiller Highway about 7.5 miles northwest of Trail.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Construction of roadway, aggregate base, asphalt concrete pavement, and concrete headwalls and wingwalls.
   - B. Installation of culvert pipe, guardrail, drainage pipe, riprap, and geotextile fabrics.
   - C. Seeding, mulching and fertilizing.
   - D. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Meridian Rock, Inc.
3. Contract Amount: $541,423.15
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE | | SIGNATURE | |
| TITLE<br>Area Engineer | DATE<br>5/27/88 | TITLE<br>District Engineer | DATE<br>5/27/88 |

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,092

March 9, 1988

CON 5 - 10,092

Seaboard Surety Company
411 108th Avenue, N. E., Suite 1670
Bellevue, WA 98004

Contract No. 10,092 awarded to Meridian Rock, Inc. for work on the Tiller-Trail Highway Slide at M.P. 45 in Jackson County was completed on May 26, 1987, and accepted by the State Highway Division on February 16, 1988.

The total contract amount is $541,423.15 including $9,296.79 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

FKN:cv

cc: Meridian Rock, Inc.
P. O. Box 2594
White City, OR 97503

bc: C. O. Fredrickson
Walt Hart
Mike Gander
James J. Gix, Region 3 Engineer

10,092

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10092

TO: Manager
Commission Services

DATE: February 16, 1988

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10092, On Site Work Substantially Completed November 13, 1986

All Work Completed May 26, 1987

Project Tiller-Trail Hwy. Slide @ M.P. 45

Highway Tiller-Trail

County Jackson

Type of Work Grade and Pave

Contractor Meridian Rock, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 3/9/88

on Mar report

RECEIVED
FEB 19 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

11-19-87

Sherri - Remember these?
Last OTC mtg 4 requests came
in, of which only one made
it on the Consent Calendar.
Larry has one on his desk now &
here are the remaining two.
Pat took them back to Constrn.
(C. Hemenway) as I recall, for
them to straighten out. We need
to get them in office by 11-30 if
they need to get on Dec. mtg. agenda.

Karen - I checked
w/Chuck H. - He
sent these overruns
back to the P.M's &
doesn't have the
Corrections back.
Sherri -

**STATE OF OREGON**
Highway Construction 378-6318

**INTEROFFICE MEMO**

FILE: CON 5
10092

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 3, 1987

Charles F. [illegible]
FOR

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Tiller-Trail Highway Slide at M.P. 45 Section

Tiller-Trail Highway, Jackson County
Contract No. 10092

This Federal-aid project has been completed and the final cost exceeded the project authorization by $33,000 or 5.6 percent.

The original authorization for this project was $475,017.25. During the course of the project there was a major slide. On July 22, 1986, an increased authorization was given of $118,800. This provided for the construction of an inlay.

At the completion of the inlay work, it was determined that the inlay was too low to prevent material from passing over it. The additional riprap work cost $47,499 and additional engineering cost $11,030.50. The net result is the $33,000 overrun.

There are sufficient funds available in the category of work. All of the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $33,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: Jim Gix
Ron Busey
B. M. Walton
Hank Wakerlig

RECEIVED
STATE HWY ENGR
NOV 4 '87
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

01-125-1987

Oregon Department of Transportation
HIGHWAY DIVISION

# EXPECTED OVERRUN OF PROJECT AUTHORIZATION

| | |
|---|---|
| PROJECT NAME (SECTION)<br>Tiller-Trail Hwy. Slide @ M.P. 45 | CONTRACT NO.<br>10092 |
| HIGHWAY<br>Tiller-Trail Hwy. | COUNTY<br>Jackson |
| DATE<br>10/8/87 | |
| CONTRACTOR<br>Meridian Rock, Inc. | KIND OF WORK<br>Grading & Paving |
| CONTRACT WORK COMPLETED 100 % | ESTIMATED COMPLETION DATE<br>11/17/86 |

| | | CURRENT AUTHORIZATION | CURRENT ESTIMATE | |
|---|---|---|---|---|
| CONTRACT AMOUNT | | 521,350.00 | 562,516.40 | |
| ANTICIPATED ITEMS | | 2,000.00 | 0 | |
| CONTINGENCY | | 23,545.75 | 0 | |
| ENGINEERING | | 46,921.50 | 57,957.00 | |
| CREDITS | | 0 | 0 | |
| TOTAL PROJECT COST | | 593,817.25 | 626,817.25 | |

ESTIMATED INCREASE $ 33,000.00 5.6 %

| LIST MAJOR OVERRUNS AND UNDERRUNS - Include the BI, PA, EWO & SFO numbers, description & whether the work was anticipated (A) or unanticipated (U): | CURRENT ESTIMATED AMOUNT | AMOUNT OF CHANGE |
|---|---|---|
| P.A. #2 (Revised) - Excavation, Fabric and Riprap | 167,499.00 | 47,499.00 |
| Engineering | 57,952.00 | 11,030.50 |

**PRINCIPAL REASONS FOR OVERRUNS** (Continue on reverse side):

During the course of the project, a major slide took place during the winter. The corrective requirements were determined and an additional authorization of $118,800.00 was approved to construct an inlay. Upon completion, the geologists advised that we built the inlay too low and we had to add additional riprap. This increased the additional work by $47,499.00. Also, it took more time than we had estimated and the engineering overran by $11,030.50.

| | |
|---|---|
| SUBMITTED BY PROJECT MANAGER<br>Ronald V. Busey<br>Ronald V. Busey | NOTED BY CONSTRUCTION ENGINEER |
| CONFIRMED BY REGION ENGINEER | NOTED BY STATE HIGHWAY ENGINEER |

INSTRUCTIONS: Submit the original through Region to the Construction Section. Approved copies will be distributed by the Construction Section.

ROUGH DRAFT FOR MR. SCHWARTZ' CONSIDERATION

DATE: November 3, 1986

TO: Oregon Transportation Commission

CON 5
10092

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Tiller-Trail Highway Slide at M.P. 45 Section
Tiller-Trail Highway, Jackson County
Contract No. 10092

This is a Federal-aid project which has been completed, and the final cost exceeded the project authorization by $33,000 or 5.6 percent.

During construction it was noted that the top of the existing inlay allowed slide material to breach over it, which required additional height of inlay. Also, this repair increased the required contract time which also increased engineering.

There are sufficient funds available in the category of work. All of the increase is eligible for federal participation.

I recommend that the authorization be increased by $33,000 to a new total of $626,817.25. This matter will be on the consent calendar for the November 17 meeting.

LR:CH:mk

bc: R. N. Bothman
Fran Neavoll
C. O. Fredrickson
Doug Goldbach
Jim Gix
George Bell

10,092

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER 4-65

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
**Federal Highway Administration**

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-10-87

State OREGON

County JACKSON

Project Number RS-104(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 19 85, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 475,017.00 | $ 645,658.00 |
| Federal funds | $ 418,727.00 | $ 569,147.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of APR, 19 87

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~By~~ FOR: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 13, 1987

Federal-Aid Project No. RS-104(4)

Tiller/Trail Highway Slide @ M.P. 45 Section
Tiller/Trail Highway
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (M.P. 44.98 to M.P. 45.34)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Excavation (PA #2A) | $10.20 | --- | $ --- | --- | $ 48,960.00 |
| Class 100 Riprap (PA #2C) | 25.25 | --- | --- | --- | 106,681.25 |
| Clearing & Grubbing (FA #2) | --- | --- | --- | --- | 6,000.00 |
| SUBTOTAL | | | | | $161,641.25 |

| | |
|---|---|
| Increase | $ 161,641.25 |
| Subtotal of Previous Estimate of July 23, 1985 | 418,517.40 |
| Subtotal | $ 580,158.65 |
| Engineering | 65,499.75 |
| Total | $ 645,658.00 |

Length of Project --------------------- 0.36 mi.

| | |
|---|---|
| Federal Funds (88.15%) ---------------- | $569,147.00 |
| State Funds --------------------------- | 76,511.00 |
| TOTAL | $645,658.00 |

Group 1: 100%
Contract No. 10092
Prefix: 115-1907 (PE)
Prefix: C10092
Appn Code: 075

RLC:pf

10,092

N

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>7-137 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-26-85 | STATE<br>Oregon<br>COUNTY<br>Jackson<br>PROJECT NO.<br>RS-104(4) |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

SR 227 Tiller/Trail Highway Slide @ M.P. 45 Section

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6/19/85 | 0.36 |

OTHER *(Specify)*

FUNDS Pro-rata 88.15%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 475,017.00 | FEDERAL FUNDS<br>$ 418,727.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.**

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 23, 1985

Federal Aid Project No. RS-104(4)

Tiller/Trail Highway Slide at M.P. 45 Section
Tiller-Trail Highway
Jackson County

## PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (M.P. 44.98 to M.P. 45.34)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 30,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 10,000.00 |
| Temporary Signs | Sq. Ft. | 234 | 10.00 | 2,340.00 |
| Temporary Barricades | Each | 6 | 80.00 | 480.00 |
| Flaggers | Hour | 400 | 19.00 | 7,600.00 |
| Clearing and Grubbing | Lump Sum | All | Lump Sum | 30,000.00 |
| Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 1,500.00 |
| Ditch Excavation | Cu. Yd. | 685 | 7.50 | 5,137.50 |
| General Excavation | Cu. Yd. | 24,476 | 3.90 | 95,456.40 |
| Trench Excavation | Cu. Yd. | 1,123 | 12.00 | 13,476.00 |
| Furnishing Roadbed and Slopes | Lump Sum | All | Lump Sum | 1,000.00 |
| Watering | M-Gal. | 220 | 18.00 | 3,960.00 |
| 1"-0 Aggregate Base | Ton | 8,600 | 9.00 | 77,400.00 |
| Class "C" Asphalt Concrete | Ton | 1,700 | 35.00 | 59,500.00 |
| Concrete in Headwalls and Wing Walls | Cu. Yd. | 5 | 500.00 | 2,500.00 |
| Reinforcement in Headwalls and Wing Walls | Lb. | 450 | 0.50 | 225.00 |
| 12-inch Culvert Pipe | Lin. Ft. | 30 | 40.00 | 1,200.00 |
| 18-inch Culvert Pipe | Lin. Ft. | 100 | 15.00 | 1,500.00 |
| 24-inch Culvert Pipe | Lin. Ft. | 212 | 26.00 | 5,512.00 |
| 36-inch Culvert Pipe | Lin. Ft. | 184 | 30.00 | 5,520.00 |
| Concrete Inlets, Type D | Each | 1 | 15.00 | 1,500.00 |
| 12-inch Drain Pipe | Lin. Ft. | 390 | 12.00 | 4,680.00 |
| Gravel in Drains | Cu. Yd. | 238 | 18.00 | 4,284.00 |
| Guard Rail Type 2A | Lin. Ft. | 775 | 16.00 | 12,400.00 |
| Guard Rail Anchors, Type 1 Modified | Each | 3 | 300.00 | 900.00 |
| Rail End Pieces, Type C | Each | 1 | 85.00 | 85.00 |
| Extra for Asphalt Approaches | Each | 3 | 100.00 | 300.00 |
| Paved Culvert End Slopes | Sq. Ft. | 31 | 4.00 | 124.00 |
| Geotextile Fabric in Drains | Sq. Yd. | 890 | 2.50 | 2,225.00 |

| | | | | |
|---|---|---|---|---|
| Geotextile Fabric in Stablization | Sq. Yd. | 9,650 | 0.75 | 7,237.50 |
| Loose Riprap, Class 100 | Cu. Yd. | 35 | 20.00 | 700.00 |
| Loose Riprap, Class 700 | Cu. Yd. | 175 | 29.00 | 5,075.00 |
| Seeding, Fertilizing and Mulching | Acre | 1 | 1,200.00 | 1,200.00 |
| | | | | $ 395,017.40 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| Slide Correction | All Required | $ 15,000.00 |
| Permanent Pavement Striping | All Required | 2,000.00 |
| Temporary Pavement Striping | All Required | 1,500.00 |
| Temporary Erosion Control | All Required | 5,000.00 |
| | | $ 23,500.00 |
| | Subtotal | $ 418,517.40 |
| | Engineering | 56,499.60 |
| | Total | $ 475,017.00 |

Length of Project -------------- 0.36 mi.

| | |
|---|---|
| Federal Funds (88.15%) | $ 418,727.00 |
| State Funds | 56,290.00 |
| Total | $ 475,017.00 |

Group 1: 100%
Contact No. 10,092
Prefix: 115-1909 (P.E.)
Preifx: C10092
Appn Code: 075

RLC:me

10,092

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

# WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION): Tiller- Trail @ M.P.45

HIGHWAY: Tiller- Trail

COUNTY: Jackson

CONTRACTOR: Meridian Rock, Inc.

KIND OF WORK: Grading, Paving

WEEK ENDING: Dec. 6, 1986

CONTRACT NO.: 10092

F.A. PROJECT NO: RS-104(4)

DATE OF AWARD: July 18,1985

FIRST NOTIFICATION DATE: Aug. 08,1985

ESTIMATED DATE OF COMPLETION, OR: Nov. 10,1986

SECOND NOTIFICATION DATE AND: Nov. 17, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: Dec. 5, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

## PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 693,617.25

ESTIMATED PROJECT COST $ 674,021.50

ESTIMATED PERCENT OVERRUN/UNDERRUN +0.7 %

## ENGINEERING

AUTHORIZATION $ 46,921.50

COST THIS WEEK $ 541.00

TOTAL TO DATE $ 57,925.00

PERCENT OF AUTHORIZATION 123 %

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| All | | 210 | 205 | 100% | Yes |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 24,476cy | 8,600tn | 1,700tn | | | |
| EST. CORRECTED QUANTITIES | 24,476 | 8,713 | 1,762 | | | |
| EST. PERFORMED TO DATE | 22,838 | 8,713 | 1,762 | | | |
| PERCENT PERFORMED TO DATE | 93% | 101% | 104 | | | |

ACTIVITIES THIS WEEK:

Semi-Final Complete

PROJECT VISITORS:

XX

ACTIVITIES ANTICIPATED NEXT WEEK:

This is the LAST REPORT

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Day Count stopped on Nov.30, 1985 and resumed March 1, 1986.
Shutdown order was issued May 8,1986 retroactively effective April 19,1986 ending 7/14/86 after a design for correction of slides was completed. A Time Extension of 79 days granted 7/11/86.
Holiday Stop Work was in effect 8/29/86-9/1/86.

Ron Busey - Medford

PROJECT MANAGER (SIGN): Ron Busey

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-88)

CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 18, 1986

In Reply Refer to
File No.

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 30168
Project No. RS-104(3)
MP 45 Section
Jackson County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

Previous authorizations for this project underestimated the complexity of the slide repair in this area, and the need to investigate alignment alternatives. To accommodate this additional work, significant increases occur in the following activities: 900 (Project Engineering Field Office), 905 (Final Design), 908 (Field Testing), 934 (Geotechnical Investigation), and 020 (Training). Various other activities have either been increased or decreased slightly to reflect actual cost. This is the final request for this project.

The preliminary engineering costs are $61,700.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR2A).

RLC:pf
Attachment
cc: Paul D. Singer
Region 3

Form 734-3122

10,092

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 10, 1986

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

CC 7 e)

CON 5
10092

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Tiller-Trail Hwy. Slide @ M.P. 45 Section
Tiller-Trail Highway, Jackson County
Contract No. 10092

This rural secondary slide correction project is expected to be completed in mid-August, 1986, and it now appears that the final cost will exceed the project authorization by $118,800 or 25 percent.

Work began on the project in August, 1985, and was stopped by unsuitable weather at the end of November. Additional major sliding occurred during the winter months, creating a large hump in the road near the northerly end of the job. Correction of this additional slide will require extra clearing, general excavation, geotextile fabric and riprap material to install another rock buttress.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $118,800 to a new total of $593,817.25. This matter will be on the consent calendar for the July 22 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

Form 734-3122

1

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5
10092

**TO:** W. E. Schwartz
Ass't. State Highway Engineer

**DATE:** July 10, 1986

O. B. Jackmond

**FROM:** O. B. Jackmond
Contract Administration Engineer

**SUBJECT:** Request for Increase in Project Authorization
Tiller-Trail Hwy. Slide @ M.P. 45 Section
Tiller-Trail Highway, Jackson County
Contract No. 10092

This rural secondary slide correction project is expected to be completed in mid-August, 1986, and it now appears that the final cost will exceed the project authorization by $118,800 or 25 percent.

Work began on the project in August, 1985, and was stopped by unsuitable weather at the end of November. Additional major sliding occurred during the winter months, creating a large hump in the road near the northerly end of the job. Correction of this additional slide will require extra clearing, general excavation, geotextile fabric and riprap material to install another rock buttress.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $118,800. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
R. V. Busey
B. M. Walton
D. L. Trout

Ok/R

81-125-1387

Contains Recycled Materials

10 [illegible]

STATE OF OREGON

**ROAD DESIGN SECTION 378-3487**

INTEROFFICE MEMO

TO: D. O. Christensen
Road Design Engineer

DATE: June 18, 1986

FROM: George F. Strawn
George F. Strawn
R/W Descriptions Supervisor

SUBJECT: Drawing No. 1RV-515 (2 sheets)
M.P. 45 Section
Tiller-Trail Highway
Jackson County

Enclosed is the Right of Way Plan for the subject project which will be submitted to the Federal Highway Administration for final approval.

Your approval and transmittal to Mr. Hunter is recommended.

Following approval by Mr. Hunter, please return the Plan to our office for further processing.

GFS:rlr
Enclosure

APPROVED
Duane O. Christensen
Design Engr. 6/18/86

6/18
Plans signed by ESH.
and returned.
Cm

125-1367

10,012

HIGHWAY DIVISION - LOCATION UNIT (READ AND CREATE FROM LOCSIN.GE) PRO 6

Don Trout
Project Unit Engineer

DATE April 25, 1986

Bob Pool
Location Engineer

Tiller Trail Hwy. @ MP 45
Tiller Trail Highway
Jackson Co.
EA No C115-1909
Project, No RS-104 (3)

__ The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

-- OR --

__ ~~The preliminary engineering costs to develop the subject project may exceed the present authorization. To assist you in requesting supplemental funding, we offer the following comments:~~

Previous authorizations for this project underestimated the complexity of the slide repair in this area, and the need to investigate alignment alternatives. To accomodate this additional work, significant increases occur in the following activities: 900 (Project Engineering Field Office), 905 (Final Design), 908 (Field Testing), 934 (Geotechnical Investigation), and 020 (Training). Various other activities have either been increased or decreased slightly to reflect actual cost. This is the final request for this project.

The preliminary engineering costs are $ 61,700 .

Attached is an itemization by P.E. activity

RCP:PDS:ge
Attachment

cc ______________ w/att
Dick Singer w/att

AUTHORIZATION NO. 3

DATE: 4-25-86

SECTION: Tillar Trail Highway Slide @ MP 45
HIGHWAY: Tillar Trail #230
COUNTY: Jackson Co.
PREFIX: C115-1909
F.A. NO: RS-104 (3)

PRELIMINARY ENGINEERING

| ACTIVITY | ORG. UNIT | *AUTHORIZATION APPROVED BY FHWA | | REVISED AUTHORIZATION REQUESTED | |
|---|---|---|---|---|---|
| 900 Project Engineering Field Offices | | $ 5,500 | 00 | $ 17,360 | 00 |
| 901 Project Engineering Other Offices | N/A | | | | |
| | N/A | | | | |
| 902 Citizen Involvement | N/A | | | | |
| 903 Final Design Bridge and Foundation | 74 | | | 80 | 00 |
| | 7420 | | | | |
| 904 Preliminary Design | 7110 | | | | |
| 905 Final Design | 73 | 3,750 | 00 | 8,010 | 00 |
| 906 Redesign | 73 | | | | |
| 907 T.P.D.T. Design | 73 | 1,250 | 00 | 2,670 | 00 |
| 908 Field Testing | | 2,500 | 00 | 12,580 | 00 |
| 909 R/W Descriptions | 7111 | 500 | 00 | 1,810 | 00 |
| 910 R/W Maps | 7111 | 1,500 | 00 | 1,500 | 00 |
| 911 Sign And Signal Design | 76 | 200 | 00 | 240 | 00 |
| | 76 | | | | |
| 912 Railroad Maps | 7362 | | | 0 | 00 |
| 913 R/W Liaison | | 150 | 00 | 0 | 00 |
| 914 Utility Liaison | 7783 | 200 | 00 | 30 | 00 |
| | | 100 | 00 | 0 | 00 |
| 915 Landscape Design | 7114 | 1,000 | 00 | 0 | 00 |
| 916 Photogrammetry Services | 7142 | | | | |
| 917 Inventory Needs | | | | | |
| 920 Project Programming | 06 | 200 | 00 | 130 | 00 |
| 921 Specifications And Estimates | 7200 | 3,000 | 00 | 1,850 | 00 |
| 923 Environmental Studies | 75 | 300 | 00 | 330 | 00 |
| | 75 | | | | |
| 925 Air Monitoring | 7510 | | | | |
| 927 Free Bridge Design | 74 | | | | |
| | 74 | | | | |
| 929 Free Bridge Specifications | 7200 | | | | |
| 933 Base Design | 7141 | 500 | 00 | 90 | 00 |
| 934 Geotechnical Investigation | 7120 | 2,000 | 00 | 8,220 | 00 |
| 937 Hydraulic Studies | 7143 | | | 380 | 00 |
| 949 System Studies | N/A | | | | |
| 960 Process Project Prospectus | 7144 | | | | |
| 961 Prepare Hearing Study Data | 7113 | | | | |
| 962 Reconnaissance Surveys | 71 | | | | |
| 963 Review Field Surveys | 7113 | 450 | 00 | 840 | 00 |
| 964 Prepare Permits | 7000 | 150 | 00 | 100 | 00 |
| 980 Conduct Public Hearing | N/A | | | | |
| 020 Training | N/A | 500 | 00 | 5,480 | 00 |
| 050 Audit Services | 0500 | | | | |
| | | $ 23,750 | 00 | $ 61,700 | 00 |

* Amounts shown converted from function amounts that were previously given for this project.

+ 37,950

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ........... OF ........... SHEETS

Tiller - Trail Hwy Slide @ M.P. 45 115-1909

4-25-86

Let 7-11-85

To Date 6-85

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | 901 | | 17,354 |
| 000 | 482 | | | 905 | | 10,675 |
| 010 | 281 | | | 906 | | 77 |
| 011 | 60,868 | | | 909 | | 3,309 |
| | | | | 910 | | 12,573 |
| Total | 61,631 | | | 911 | | 238 |
| | | | | 912 | | 0 |
| | | | | 913 | | 0 |
| | 486 since 6-85 | | | 9 - | | 0 |
| | | | | 918 | | 931 |
| | ~~913~~ | ~~150~~ | | 920 | | 121 |
| | ~~914~~ | ~~100~~ | | 921 | | 1,362 |
| | ~~920~~ | ~~79~~ | | 922 | | 0 |
| 1848 | 921 | 486 | | 923 | | 329 |
| | | | | 932 | | 21 |
| | | | | 933 | | 40 |
| | | | | 934 | | 6,118 |
| | | | | 935 | | 2,097 |
| | | | | 937 | | 376 |
| | | | | 950 | | 5,473 |
| | | | | | | |
| | | | | Total | | 61,145 |

August 21, 1985

CON 5

$10,092

Meridian Rock, Inc.
P. O. Box 2594
White City, OR 97503

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,092 for work on the Tiller-Trail Highway Slide at M.P. 45 Section in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Ron Busey

**Meridian Rock, Inc.**
P.O. BOX 2594 * WHITE CITY, OREGON 97503 * (503) 779-7221

## IDENTIFICATION OF DBE/WBE PARTICIPATION
## TILLER/TRAIL HWY. SLIDE AT M. P. 45

| BID ITEM | DESCRIPTION | IDENTITY | DBE | WBE |
|---|---|---|---|---|
| 1. | Mobilization | Romero/Cabrera Sign Co.<br>950 E. 37th St.<br>Eugene, OR 97405 | $1,000.00 | |
| 2. | Temporary Protection & Directing of Traffic | Romero/Cabera Sign Co. | 2,216.00 | |
| 3. | Temporary Signs | Romero/Cabera Sign Co. | 2,340.00 | |
| 4. | Temporary Barricades | Romero/Cabera Sign Co. | 468.00 | |
| 9. | General Excavation | OSEJO Trucking<br>17711 S.E. Vogel Court<br>Boring, OR 658-3479 | 8,245.00 | |
| 15. | Concrete in Headwalls and Wingwalls | Eger Construction<br>P.O. Box 685<br>Ashland, OR 97520 | | 2,500.00 |
| 16. | Reinforcement in Headwalls and Wingwalls | | | |
| 21. | Concrete Inlets, Type D | Eger Const | | 1,500.00 |
| 24. | Guard Rail, Type 2A | Arrow Brothers Corp.<br>9450 S.W. Commerce Circle<br>Wilsonville, OR 97070 | 12,400.00 | |
| 25. | Guard Rail Anchors, Type I MOD. | Arrow Bros. | 900.00 | |
| 26. | Rail End Pieces, Type C | Arrow Bros. | 85.00 | |
| 28. | Paved Culvert End Slopes | Edger Const | 124.00 | 124.00 |
| | | | $27,654.00 | $4,124.00 |

RECEIVED
JUL 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Thomas Jones

July 8, 1985

Jackson County Board of Commissioners
Courthouse
Medford, OR 97501

LOC 7

Attention: Kathy Bickett
County Clerk

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 450," adopted by the Transportation Commission on June 20, 1985, covering the Tiller-Trail Highway Slide at M.P. 45 in Jackson County.

Also attached is a survey approval map.

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Don Harwell (resolution attached)

jc

Mai 26

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-104(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 6-20-85

4. PROGRAM NO.

5. ITEM NO. 30168

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to 6/21

RECEIVED
STAT . HWY ENGR
JUN 21 '85
REFER TO Potter
FOR

| Info | Invest. | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

7. DATE AUTHORIZATION EFFECTIVE June 19, 1985

8. FEDERAL ROUTE NUMBER Secondary 104

9. STATE ROUTE NUMBER Secondary 230

10. GENERAL LOCATION:

Tiller/Trail Hwy. Slide at M.P. 45 Section

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-18-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $506,000, Federal Funds $446,039 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-13-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/20/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]-26

Date: June 6, 1985 PRO

To: Oregon Transportation Commission

From: H. S. Coulter
State Highway Engineer

Subject: Survey Approval
Tiller/Trail Hwy. Slide at M.P. 45 Sec.
Tiller/Trail Highway
Jackson County
Map 1R-4-860

The survey has been completed on this project. The project is on the State Secondary System, and is listed on the current Six-Year Highway Improvement Program. Construction is scheduled for letting June 1985 using Federal-Aid Secondary funds.

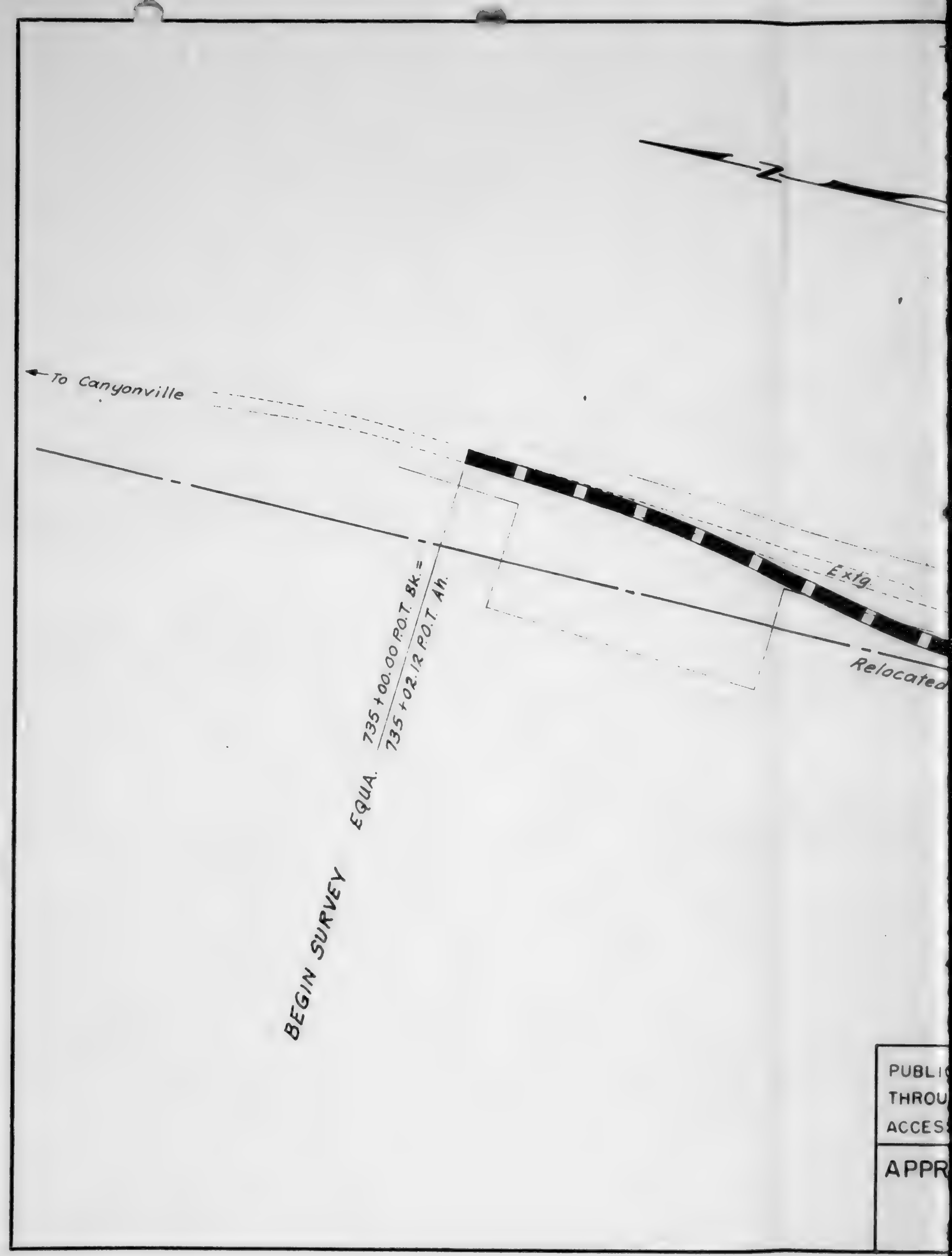
In order that the record be clear as to the official location of this facility, we request your approval of the attached survey approval map. The work has been accomplished consistent with the governing regulations.

This matter will be on the consent calendar for the June 20 meeting.

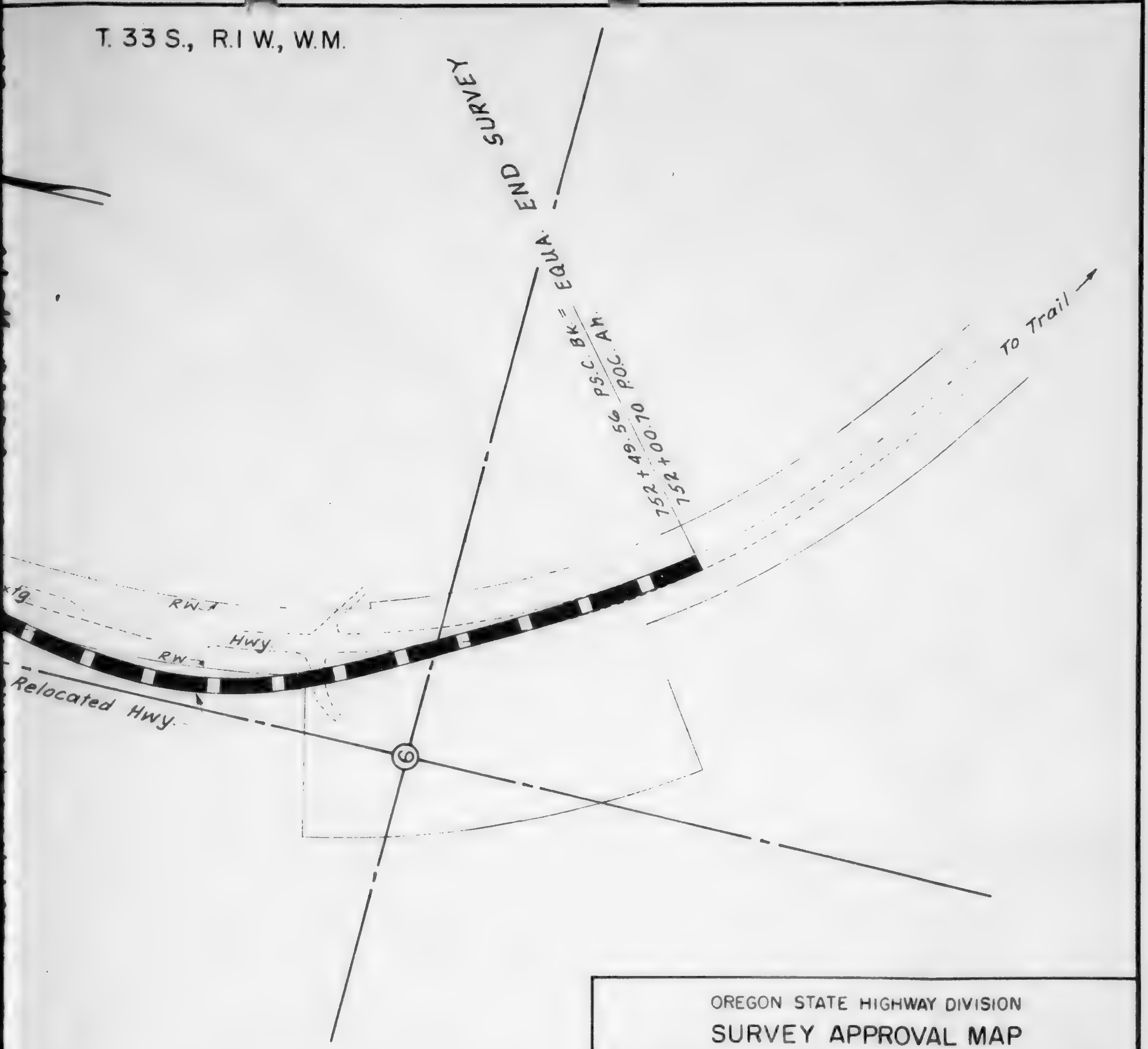
Attachment

cc: Fred D. Miller
Robert N. Bothman
E. S. Hunter
Gary A. Potter
R. W. Gormsen
D. O. Christensen
J. B. Boyd
J. J. Gix

DDB:bkb lkm


N
← To Canyonville
Extg.
Relocated
BEGIN SURVEY
EQUA.
735+00.00 P.O.T. Bk. =
735+02.12 P.O.T. Ah.
PUBLIC
THROU
ACCESS
APPR

**DRG. NO.** 1R-4-860


T. 33 S., R.1 W., W.M.
END SURVEY
752+49.56 P.S.C. Bk. = EQUA.
752+00.70 P.O.C. Ah.
To Trail
Xtg.
R.W.
Hwy.
R.W.
Relocated Hwy.
6

PUBLIC HEARING N.A.
THROUGHWAY RESOLUTION ADOPTED N.A.
ACCESS CONTROL None

APPROVED: 4-26, 1985

Asst. State Hwy. Engr., Tech. Services Branch

OREGON STATE HIGHWAY DIVISION

## SURVEY APPROVAL MAP

## TILLER/TRAIL HWY. SLIDE AT M.P. 45 SEC.

TILLER-TRAIL HWY.

JACKSON CO.

| | |
|---|---|
| SCALE : 1" = 200'± | DATE : April, 1985 |

FOR DETAILS SEE DRG. NO. 9B-24-13

1A-8-1(B)

[illegible] 26

STATE OF OREGON
HIGHWAY DIVISION

# INTEROFFICE MEMO
PRO 6-3

TO: R.N. Bothman
Assistant State Highway Engineer

DATE: May 3, 1985

FROM: G.A. Potter, Manager
Program Section

SUBJECT: Tiller/Trail Hwy. Slide at M.P. 45 Section
Tiller/Trail Highway
Jackson County

Attached are 12 prints of the survey approval map for the subject project. It was approved by E.S. Hunter April 26, 1985 and now requires the approval of the Transportation Commission.

I have attached a draft letter to the Commission for your use.

DDB:bkb
Attachments

APPROVED BY:
ROBERT N. BOTHMAN
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAY 6 '85
REFER TO
Coulter
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

81-125-1307

230

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

October 30, 1984

J. H. Versteeg
Road Design Engineer

File 54227
Tiller/Trail Hwy. Slide at M.P. 45
Tiller-Trail Highway
Jackson County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

ORIGINAL SIGNED BY
G. F. STRAWN

By:

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

mmi 26

rll 10,092

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-104(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-26-84

4. PROGRAM NO.

5. ITEM NO. 30168

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 2/20/84 | Secondary 104 | Secondary 230 |

10. GENERAL LOCATION:

M.P. 45 Section (Tiller - Trail) Highway

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/14/84 I approve the revised Preliminary Engineering costs to a TEC of $23,750 - Federal Funds $20,935.

(Increase TEC $5,600 - Federal Funds $4,936)

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

orig to
3/29

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 3/20/84 | Robert B Hathaway | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

# PROJEC. PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

SECTION: TILLER-TRAIL HIGHWAY SLIDE @ M.P. 45.0 JACKSON CO.

REGION: 3

## SURVEY AUTHORITY

AUTHORIZATION NO.: 2

PREFIX: 115-1909

DATE: 3-13-84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 5,500 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 500 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | 1,000 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 500 | 935 SOILS | | 1,000 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 5,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | 3,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | 2,000 | 923 ENVIRONMENTAL SECTION | | 300 | 950 TRAINING | | 500 |
| 910 REGION GEOLOGIST | | 2,500 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | 1,000 | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 150 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | 100 | 932 RAILROAD & UTILITIES | | 200 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 23,750 |
| PREVIOUS AUTHORIZATION | | $ 18,150 |
| ADD. AUTH. REQUIRED | | $ 5,600 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: RS-104(3)

LOCATION ENGINEER'S REMARKS

This project is quite a distance from either Roseburg or Medford, so a substantial additive was included in 901 P.E. for travel time.

1 Versteeg
cy Anderson
BM cy Byrd Adams
cy [illegible]
2 Edwards E
Sergin
3 Trout
cy Wakerlig

RECEIVED
APR 11 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ..../..../....
Action

Update

| | | | |
|---|---|---|---|
| PREPARED BY original signed by: Marty Havig | DATE 12-21-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS | DATE 3/26/84 |
| RECOMMENDED, REGION ENGINEER X original signed by: J.X. Wilson | DATE 12-27-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S | DATE 3-22-84 |
| RECOMMENDED, LOCATION ENGINEER X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7-82)

# PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE file

| | | | |
|---|---|---|---|
| SECTION Tiller - Trail Highway Slide @ Mile Point 45 | | KEY ID # | REGION 3 |
| STATE HIGHWAY # 230 | HIGHWAY NAME Tiller - Trail | MILE POST FROM 45.13 TO 45.23 | LENGTH 0.1 |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY Jackson | ROAD/STREET NAME |
| ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 22,000 | GRADING (✓) | x | FILES (#) | 2 |
| RIGHT OF WAY | | $ 6,000 | PAVING (✓) | x | ACRES (#) | 0.9 |
| ROADWAY | $ 110,000 | | STRUCTURES (✓) | | RELOCATIONS (#) | 0 |
| STRUCTURES | $ | | SIGNING (✓) | | WORK BY STATE/CONSULTANT/APPLICANT | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 4,000 | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | S |
| | $ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | S |
| 40% ENGINEERING & CONTINGENCIES | $ 46,000 | | DESIGN CATEGORY (1-7) | 7 | CONSTRUCTION BY | |
| TOTAL CONSTRUCTION | | $ 160,000 | WORK TYPE (1-12) | 2 | ☐ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 188,000 | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84 | RECOMMENDED FUNDING SOURCE FAS | RECOMMENDED PROGRAM YEAR 1984 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000 $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000 $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 0 | 0 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 250 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1980 | |

DEFINE THE PROBLEM

A 500'- 600' section of road way embankment between a cut on either side, and laying on somewhat unstable, highly saturated soil has slumped and dropped in elevation, creating a highly hazardous situation. This section has a long histor of slumping and dropping each winter season, and this past winter has been particularly severe. Existing 36" concrete culvert in bottom of fill, and under the failure is separated in several locations.

PROPOSED SOLUTION Possibly shift highway alignment slightly south, and lower the grade. Installation of new and additional drainage facilities are also necessary. We would try to reduce the weight on the unstable, wet natural ground by by shifting uphill, and investigate a substitute light weight embankment material, we would also cut off the water before it gets to the embankmen

| | |
|---|---|
| REQUESTED REGION ENGINEER<br>X | DATE |
| APPROVED ASST HWY ENG FOR OPERATIONS<br>X | DATE |
| APPROVED ASST HWY ENG FOR ADMINISTRATION<br>X | DATE |

| TRANSP COMM APPROVAL DATE | PROGRAM YEAR | FUNDING |
|---|---|---|
| | | |

734-1911 (7-82)

## PROJECT PROSPECTUS

PART 1 — P JECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>Tiller - Trail Highway Slide @ Mile Point 45 | KEY ID #<br><br>REGION<br>3 |

## PROJECT JUSTIFICATION

This proposed project would eliminate a very dangerous and potentially even more hazardous, section of highway. Plus it would reduce very high maintenance costs of trying to keep traffic flowing every winter. This section is very isolated from any nearby maintenance facilities, as it is 42 miles east of Canyonville. In addition, this highway has periodic high volumes of truck traffic, as has occured this past winter.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS

PART ___ PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Tiller - Trail Highway @ Mile Point 45

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | N | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | A | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | A | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | A | BORROW SOURCE | A | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | A | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | A | RR CROSSING | N | DISPOSAL SITE | A | STATE LANDS | N | SECTION 106 | |
| VICINITY MAP | N | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | |
| SOILS INVESTIGATION | A | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | A | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) 0 NEW (#) | 0 |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 2 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | A | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | Y |

UTILITIES (LIST BELOW)

COMPANIES: United Telephone

DESIGN SPEED: 45

DESIGN STANDARDS: 3 R

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 4 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| **PROPOSED** | | | | | | | | | | | | | | | | |

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTIN |
|---|---|---|---|---|---|
| 1" aggregate base | 18" | 0 | | | |
| Class "B" Asphalt Conc. | 4" | 2" | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date

[illegible]

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Tiller - Trail Highway Slide @ Mile Point 45

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

Two small ½ acre ( plus or minus) takings on each side of centerline. No improvements, and little merchantable timber. There should be little or no impact.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

NONE

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Should increase the safety, particularly through the winter season. No other impacts.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| x M. S. Harris | 440-3419 | |

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Jackson Co.

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

SECTION Tiller-Trail Highway Slide @ M.P. 45.0

REGION 3

Tiller-Trail Hwy.
#230

## SURVEY AUTHORITY

AUTHORIZATION NO. 3

PREFIX 115-1405

DATE 3-7-84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 21,016 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 160 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | 4,652 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 25 | 935 SOILS | | 984 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | | 920 PROGRAM MANAGEMENT | | | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | 189 |
| 910 REGION GEOLOGIST | | 15,558 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 114 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 67 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 42,765 |
| PREVIOUS AUTHORIZATION | | $ 35,000 |
| ADD. AUTH. REQUIRED | | $ 7,765 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
State

LOCATION ENGINEER'S REMARKS

Field Survey only. Plans will be covered by Major Class 19

Balance Out to Close Prefix 115-1405

| | | | |
|---|---|---|---|
| PREPARED BY Original signed by M.G. Havig | DATE 3-7-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 3/9/84 |
| RECOMMENDED, REGION ENGINEER Original signed X by J.X. Wilson | DATE 3-7-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Wenstey for | DATE 3-8-84 |
| RECOMMENDED, LOCATION ENGINEER X Frank E. Propin | DATE 3/8/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7-82)

## GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

## SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS.**

The **RIGHT OF WAY PREFIX** , **FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

10,092

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PRO 6

TO: Wayne F. Cobine
Project Unit Engineer

DATE: March 7, 1984

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: Tiller Trail Slide @ M.P. 45
Tiller Trail Highway
Jackson County
115-1909
RS-104(3)

The preliminary engineering costs for the subject project will exceed the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

Additional funds are required for function 901 (Project Manager). Seismic lines were run to determine water depths and additional time was required to design drainage items, ditches, et cetera. In addition, a considerable amount of material was unloaded from the existing highway and slide mass which required re-cross sectioning of the slide.

The total preliminary engineering costs are $23,750.

Attached is an itemization by P.E. function.

FET:RTN:ge

Attachment

cc w/att M. G. Havig
" Norm Davis

81-125-1387

RS-104(3)

PRELIMINARY ENGINEERING

| | | AUTHORIZATION APPROVED BY FHWA | | | REVISED AUTHORIZATION REQUESTED | | |
|---|---|---|---|---|---|---|---|
| 901 | Project Manager | $ | 1 | 000 | $ | 5 | 500 |
| 902 | Citizens Involvement | | | | | | |
| 903 | Local Government | | | | | | |
| 904 | Consultants Fees | | | | | | |
| 905 | Final Design | | 5 | 000 | | 5 | 000 |
| 906 | Bridge Design | | | | | | |
| 907 | Preliminary Design | | | | | | |
| 909 | R/W Descriptions | | 2 | 000 | | 2 | 000 |
| 910 | Region Geology | | 2 | 500 | | 2 | 500 |
| 911 | Traffic Section | | | 200 | | | 200 |
| 912 | Landscape Department | | 1 | 000 | | 1 | 000 |
| 913 | R/W - Liaison | | | 150 | | | 150 |
| 914 | Region Utility Liaison | | | 100 | | | 100 |
| 915 | Audit Services | | | | | | |
| 916 | Photogrammetry | | | | | | |
| 918 | Location | | | 500 | | | 500 |
| 920 | Program Management | | | 200 | | | 200 |
| 921 | Specifications | | 3 | 000 | | 3 | 000 |
| 922 | Adm Services (Engineering) | | | 100 | | | 100 |
| 923 | Environmental Section | | | 200 | | | 300 |
| 924 | DOT-Planning | | | | | | |
| 925 | Air Monitoring | | | | | | |
| 926 | Structural Foundations | | | | | | |
| 927 | Bridge Design for Counties | | | | | | |
| 932 | R/W Utility Engineer | | | 200 | | | 200 |
| 933 | Surfacing Engineer | | | 500 | | | 500 |
| 934 | Chief Geologist | | | 500 | | 1 | 000 |
| 935 | Soils Engineer | | 1 | 000 | | 1 | 000 |
| 936 | Region Traffic | | | | | | |
| 937 | Hydraulics | | | | | | |
| 938 | Region Environmental | | | | | | |
| 949 | Urban Studies Unit | | | | | | |
| 950 | Training Courses | | | | | | 500 |
| 955 | Employee Reloc. Assistance | | | | | | |
| 960 | Personal Leave | | | | | | |
| 961 | Administrative Leave | | | | | | |
| 980 | Public Hearing Charges | | | | | | |
| 985 | EEO Monitoring Expense | | | | | | |
| | | $ | 18 | 150 | $ | 23 | 750 |

SECTION: Tiller-Trail Hwy Slide @ MP 45.0

HIGHWAY: Tiller-Trail

COUNTY: Jackson

PREFIX: 115-1909

3-6-84

10,572

# LOCATION DESIGN

## ASSIGNMENT SHEET and PROJECT DIARY

Prefix # 115-1909

Section Slide Repair Tiller-Trail Hwy @ MP 45.0 Highway Tiller-Trail County Jackson
Assigned By Hansen Designer Honeywell Date 1-23-84
Directions Review project as per Designer's Review Check List.
1,850' = 0.35 Miles.

Narrative By Designer This project is to repair and correct a slide @ MP 45.0 on the Tiller Trail Hwy. The roadway slumped about 10 ft and slid out easterly due to very poor drainage on a wet unstable soil. Maintenance forces have constructed a tempory, gravel surfaced, one way shoofly westerly (uphill) which can be utilized as a temporary traffic control detour while the new alignment is being constructed. This project came in rather loosely put together & poorly labeled. After orienting myself, I madeaprint of the detail map, laid out the chosen alignment and edges of pavement in color & proceeded to color in construction details etc. on the detail map as I went through the cross-sections, profile etc.

This project has an elaborate drainage system to get the water out of the areas of unstable soil on a new alignment. I believe if the same elaborate drainage system is used on the old alignment, the soil could be stabilized at much less Cost. This road held up for Approx. 50 years until saturation from the swampy area and the complete failure of the 30" pipe caused the soil to reach a rapid fluid state & sluff out. Preliminary estimate for this project was $164,000. The Field Cost estimate is now $446,160. Paving length would be shortened to about 600'. All the ditch exc. would still be unsuitable excess to be hauled away & rock would need to be hauled in to build fill height back to grade, but I believe the costs could be reduced substantially and the roadway should hold for many more years if it is adequately drained.

NOTED
J. GRASSMAN

See Page 2

# LOCATION DESIGN

## ASSIGNMENT SHEET and PROJECT DIARY

Section Slide Repair Tiller - Trail @ MP 45.0 Highway Tiller - Trail County Jackson

Assigned By ______ Designer ______ Date ______

Directions

Continued from page 1

Narrative By Designer Ed Johnson, soils Engineer come over to look at the job on 1-26-84 to evaluate my proposal to cut the length of the job down to about 600' by utilizing the existing alignment and stabilizing the slide mass with the same drainage system as is proposed for the $L^3$ alignment. He thinks it may have merit and will take another field trip to look the project over alittle closer on the ground next week.

Made prints of the detail map, X-Sections and the profile for him to take with him.

March 5, 1984

Ed Johnson has went back out to take a closer look and go over this project with field people. He has informed us it will be about March 12, 1984 before he can complete the analysis and send some form of recommendation, there fore the job data is being forewarded on to Final Design unit.

Johnson still has colored print of detail map.

10,072

# NARRATIVE

## TILLER-TRAIL HWY SLIDE @ M.P. 45

## TILLER TRAIL HIGHWAY

## JACKSON COUNTY

HISTORY: This project is to correct a full slide section that is 500 to 600 feet in length. This section has a long history of sliding, but this past winter (1982-1982) it dropped and moved severely. It became a daily task for the maintenance crews to keep one lane open for traffic. Finally, in May-June it slowed enough to ease the problem.

The section remained narrowed down to one lane throughout the summer. There was approximately a 10-15 foot vertical drop along the easterly edge of the highway from the shift in the slide mass. Even though the movement was significantly less, enough occured that it required some additional material hauled in by the maintenance crews.

When it became obvious that a correction project could not commence yet this past fall, the maintenance crews constructed a temporary shoo-fly detour, slightly uphill (westerly) from the existing highway failure (see photos). At the same time they did considerable unloading of the old highway and some of the fill slide mass. This unloading has helped immensely.

The temporary shoo-fly detour is holding steady and will probably last through the winter. However, I would not recommend that we just leave the detour and do nothing more. The detour has poor transitions, both horizontally and vertically, has only a minimum amount of crushed rock surface (no A.C.) and is basically one lane in width.

STANDARDS: The prospectus called for 3R Standards, but we basically have designed to AASHTO since we are making an alignment change, both horizontally and vertically. The designated design speed of 45 m.p.h. was obtained. We have added one short section of 6% grade that was not there previously, but this was done to drop the grade and fill weight over the slide.

TYPICAL SECTION: The typical section calls for 2-12 foot travel lanes and 2-4 foot paved shoulders; total paved width 32 feet. We have shown a 3:1 slope from the subgrade shoulder down to the drainage ditches shown on the right side. We used 4:1 slopes from edge of paved shoulder to subgrade.

The preliminary base design from B. Forrester in J Scofield's office called for 4 inches Class "B" or "C" A.C., 2 inches 3/4"-0 leveling aggregate, 16 inches base aggregate plus a geotech fabric on subgrade. Also 1 1/2" A.C. for future, final design. This was a 10 year design.

HORIZONTAL ALIGNMENT: Basically we looked at about 2 different horizontal alignments. The first trial alignment was our "L1" line. The "$L^1$" alignment was an attempt to shift as little as possible to the west, away from the existing highway. This alignment was discarded because, due to the flat, slight change, it made it difficult to match into the existing curve at the south end. In fact, it extended the limits of the project to far to the south along with much more excavation required than was desired. The "$L^1$" alignment was also questionable as far as a good margin of safety from the fill slide.

The 2nd alignment looked at was the "$L^2$" line. This alignment shifted approximately 135 feet away from the slide and the existing highway. The alignment was not bad, but it did create a lot of excavation at both ends of the project. (Approximately 23,500 c.y. of surplus excavation.) In addition, investigation revealed an area of past movement in the cut, west of the highway between Stations 737 to 739. Further subsurface exploration revealed that we could shift the proposed alignment back towards the original "$L^1$" line and still maintain a good safety of margin.

A third and final alignment, the "$L^3$" line was then projected. This alignment reduced the limits of the project, reduced the amount of excavation and waste by several thousand cubic yards and is still far enough away from the fill slide to provide a good margin of safety.

We do not think a rock inlay will be required for the cut between Stations 737 and 739, the way this alignment is proposed. However, I believe an anticipated item for slide correction for $15,000 or so would be good insurance to have in the contract. There are some, close by, rock sources available, if it becomes necessary.

The "$L^3$" line takes off from the existing tangent alignment with a 2° 40" C.R. and 2-200 foot spirals; a curve of 10° 00' then to the left with 2-250 foot spirals; followed by a broken back curve again to the left of 4° 15' and 2-400 spirals, which ties into the existing highway curvature at approximately Station "$L^3$" 752+49.56 P.S.C. equals existing highway Station 752+08.70 P.O.C. Ah.

The plotted cross sections are right angles to the "P" line, so they will not be exactly accurate for the projected "$L^3$" centerline, nor will the earthwork quantities be exact. However, I believe it is close enough to be reasonable, but a statement to that effect could be placed in the special provisions.

Also, I should mention that the O.S.H.D. maintenance forces constructed a shoo-fly detour a little to the west of the existing highway and unloaded some of the old slide mass, including some of the existing highway. Our proposed "$L^3$" alignment will be able to utilize some or most of the shoo-fly detour.

VERTICAL ALIGNMENT: There is not much change in the vertical alignment from the existing. However, in an attempt to reduce the loading or the fill weight over the slide area, we have lowered our grade approximately 4 feet from the existing highway grade. This was about all that was possible to get without taking the grade change much further north and south, increasing the excavation and impa$\overset{c}{s}$t at each end.

All the vertical curve lengths are designed for at least a speed of 52 m.p.h. per AA SHTO.

MATERIALS: Enough subsurface exploration was done to get a fairly accurate picture of soil conditions.

The Region Geology crew placed 3 slope tubes the first part of May '83. From these holes, it was determined that stable, firm ground was 35-40 ft. deep within the slide mass. This ruled out any attempt to maintain the same alignment by unloading most of the unstable material and replacing it with a light weight fill, like sawdust. Ed Johnsen's office was involved in analyzing the slide, and his office indicated repair of the slide with a buttress or inlay was not feasible.

Foundation exploration showed stable ground to the west of the existing highway. This was the basis of our decision to shift the alignment to the west (uphill, away from the slide).

Investigation revealed unstable, slide material extended at least 150 feet below the existing highway failure (easterly).

The native soil materials encountered are discussed in the "Soils and Geology" Report. We have also plotted the drill hole information on the cross sections for easy reference. The cut slopes were designed from this information plus inspection of the existing cut slopes.

I recommend commercial sources for all the surfacing materials. The nearest location is Medford, approximately 28 miles. I think the small amount of small size rip rap needed can also come from commercial sources.

WASTE - BORROW: We will have approximately 13,800 cubic yards excess excavation to waste. The state owns 80 plus acres, approximately 6.3 miles southeasterly of the project. Even though the haul is kind of excessive, it would be a good, easy place to dispose of the material. If this site is used, we should grade the wasted material, so the site could still be used for a stockpile or later sold as a home site. We have cross sectioned the area. Notes, plotted sections, etc. are enclosed with location data. Also the site is shown on an enclosed xerox sketch and on the F.H.W.A. "As Constructed" roll.

STAGE CONSTRUCTION: The shoo-fly detour will work for most of the construction. The remainder will be constructed under traffic. No staging is proposed.

RIGHT OF WAY: There is one property owner invloved, Boise Cascade Corporation. We propose a fee taking of the necessary right of way along the westerly side and will need a couple of permanent drainage easements on the east side. A Right of Way Liaison report is included.

There are only 2 accesses on the project and they are opposite each other. The access to the west will take major reconstruction.

DRAINAGE: This is a very important item on this project. Poor drainage had led to a lot of the problem. During the accelerated slide movement last winter, the existing 30 inch concrete culvert at Station 744±65 became separated in several places. When I first observed the project, late March 1983, I noticed considerable surface water from both north and south of the slide coming towards the slide, but never making it to the 30 inch culvert. Much of that drainage was probably going right into or through the slide mass.

At the same time the state maintenance crews constructed the shoo-fly detour last fall, they also dug cutoff trenches approximately 3 feet deep (backhoe trenches, vertical sides) parallel and westerly of the highway from Station 742+70 to 744+70. I have observed these cut-off trenches several times this winter and they are intercepting a fair amount of water (certainly enough to make them necessary).

From these observations, the Salem Seismic crews' results and the

Region Geologists' recommendations we have included in our poposal the continuation of cutoff trenches. However, we have made it a deepened ditch, part of the roadbed, with a 3:1 front slope and 1 1/2:1 to 2:1 back slope. The seismic testing showed a water seep line approximately 8-10 feet deep, so we have tried to keep out cutoff ditches at least 10 feet deep (see seismic roll). In order to faster remove collected water in the cutoff trenches, we added a 24 inch culvert at Station 742+70. Maintenance crews placed a 24 inch culvert in this same location last fall and it is presently carrying water and helping. However, they placed their pipe to high for our proposal, so we will need to install a new one.

During the location, a spring was discovered on the westerly side opposite Station 738+75. This spring was running water through the month of June and it appeared to run down a maintenance dug ditch for 200-300 feet, then disappeared, probably going into the fill slide mass. We are proposing a culvert crossing at a skew at this location to pick up this spring.

We have also proposed, as per Region Geologist's recommendation, a cutoff drain pipe coming out of the cut at Station 740+75 and Station 741+65 (see Region Geologist Report).

A very wet swampy area lays westerly of Station 745 to 747 and this area also was draining considerable water towards the slide mass. We have designed some cutoff trenches and drainpipes to help drain this.

In addition, there is a continuous running stream flowing along the northerly edge of the swamp area that had a very poorly defined channel.

We are recommending some ditching to improve that. The 30 inch culvert for this stream was moved somewhat southerly in an attempt to get it out of the moving slide mass. (The original 30 inch concrete culvert separated in several places.)

Sandy materials are continually deposited at the culvert inlets which allows some of the drainage to drop through into the fill mass, not getting to the culverts. Because of this, I think we need some kind of a modified inlet with an apron. Either a type "D" with a 4-6 foot concrete apron or a G-2 MA modified with the same length apron. Also need a sump for cleanout in all the inlets.

I also recommend all culvert pipe be corrugated metal with water tight joints. I do not believe we want to take a chance with concrete pipe joints that may be susceptible to separation from settlement or movement.

UTILITIES: Only one Utility is involved. A telephone line, owned by United Telephone, is strung on the adjacent trees. It is mostly on the easterly side through the slide mass, but there may be some conflict at the north and south ends where the telephone line crosses back over to the westerly side.

M. G. Havig

M. G. Havig, Project Manager

# SURVEYING NARRATIVE

## M.P. 45.0 SLIDE

## TILLER-TRAIL HWY

## JACKSON COUNTY

This survey was all within Section 6, T33S., R 1 W.W.M. Bearings are true and based on a solar observation from our "P" line between Stations 100+00 and 119+37.88. Coordinates are assumed.

Our survey tied into the east ¼ corner of Section 6, the west ¼ of Section 6 and the northwest corner of Section 6. Research indicated that all of these corners are good and true corners. All had been set or perpetuated from B.L.M. Cadastral or U.S. Land Office Surveys. Bearing trees as described on the B.L.M. surveys were found and noted. Copies of the original subdivision notes plus all re-establishments and re-surveys are included.

Our work seems to check out quite closely to the B.L.M. Cadastral Surveys. B.L.M. ran a survey from the southwest corner of Section 6, northerly along the west line of Section 6. On this survey they set the west ¼ corner and reset the northwest corner of Section 6. The original B.T.'s were all located at the northwest corner of 6 on the B.L.M. survey. B.L.M. used a bearing of the west line of N 0° 41' E and a distance of 2602.38 from the ¼ corner of the northwest corner of Section 6. We came up with a bearing of N 0° 41' 29" E and a distance of 2603.70 (all computed).

The error of closures to all the tied corners was quite small, the worst was 1 foot in 23,000.

There was some concern, when the survey first started, that determining where the existing highway Right of Way and stationing were would be extremely difficult. I obtained a good "As Constructed - Right of Way Map" from the FHWA office in Vancouver. Even though the FHWA office could not turn up any records of highway referencing or monumentation, we got lucky and found a 1" I. pipe. By positioning that I. pipe to the FHWA map, we were able to find approximately a half dozen I. pipes, all the same size and type. When these were pieced together on the map from the survey they all related very well to the proper distances for stationing. Relating these to each other, stationing, etc., it also appeared that some were probably set on the Right of Way line. From this, I believe we have projected a fairly accurate existing highway Right of Way centerline. Our true bearing for the existing highway centerline, as we established it, is S 3° 43' 54" W. FHWA made the same centerline S 3° 35' W back in 1920 or 1930, whenever the original survey was done. Our existing highway centerline also split the pavement width quite well.

The bearing for the north and south ¼ line came by splitting the differences from the B.L.M. west line and east line surveys of Section 6, then converting it to our bearing bases. The north ¼ corner was not found and records indicate no re-establishment or re-surveying since the original 1855 subdivision.

M.G. Havig, Project Manager

Form E-363 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

# LOCATING ENGINEER'S STATEMENT

**Submit 2 Copies With Estimate**

Prefix 115-1909 Highway Tiller - Trail Section Tiller-Trail Hwy @ M.P. 45.0

Highway Class Secondary Date 1/10/84

| Yes | No | N/A* | |
|---|---|---|---|
| | | | 1. Are the following being submitted? |
| ☒ | ☐ | ☐ | a. Detail Map (Hard Copy). |
| ☐ | ☒ | ☐ | b. Small Scale Ownership Map. |
| ☐ | ☐ | ☒ | c. Abandonment Map. |
| ☐ | ☐ | ☒ | d. Vicinity Maps (PUC and Structures). |
| ☐ | ☐ | ☒ | e. RR Encroachment Maps and Cross Sections. |
| ☐ | ☐ | ☒ | f. Interchange Layout Sheets. |
| ☒ | ☐ | ☐ | g. Location Profile. |
| ☒ | ☐ | ☐ | h. Located Line Cross Sections. |
| ☐ | ☒ | ☐ | i. Mass Diagram. |
| ☒ | ☐ | ☐ | j. Earthwork and Other Calculations to Support Estimate. |
| ☒ | ☐ | ☐ | k. Field Notes. |
| ☒ | ☐ | ☐ | l. Coordinate Sheets. |
| ☐ | ☒ | ☐ | m. Clearing and Grubbing Chart. |
| ☐ | ☒ | ☐ | n. Report on Bench Mark Recoveries (Form E-369) |
| ☐ | ☒ | ☐ | (1) Description of Bench Mark (Form E-185). |
| ☐ | ☒ | ☐ | (2) Report on Condition of Bench Mark (Form E-186). |
| ☒ | ☐ | ☐ | o. Photostats of Deeds and Legal Instruments covering Ownerships. |
| ☒ | ☐ | ☐ | p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| ☒ | ☐ | ☐ | q. Property Appraisal and justifications for alternate facilities. |
| ☒ | ☐ | ☐ | r. Preliminary Soils and Material Report. |
| ☐ | ☒ | ☐ | s. Statement of Source of Materials and Stockpile Site (Form E-368). |
| ☐ | ☒ | ☐ | t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| ☐ | ☒ | ☐ | u. Estimate for Movement of Utilities. |
| ☒ | ☐ | ☐ | v. Quantity Summary. |
| ☒ | ☐ | ☐ | w. Cost Estimate. |
| ☒ | ☐ | ☐ | x. Narrative Report of Survey. |
| ☒ | ☐ | ☐ | 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| ☐ | ☐ | ☒ | 3. Have all required temporary easements been designated as to area, type and duration? |
| ☒ | ☐ | ☐ | 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered? |
| ☐ | ☐ | ☒ | 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| ☒ | ☐ | ☐ | 6. Have you investigated drift conditions (snow and sand)? |
| ☒ | ☐ | ☐ | 7. Are there slide conditions apparent? |
| ☒ | ☐ | ☐ | 8. Have you been over this project with a Soils representative? |
| ☒ | ☐ | ☐ | 9. Have you been over this project with a R/W representative? |
| | | | 10. Has a typical section of the following been platted on the location profile? |
| ☒ | ☐ | ☐ | a. Roadbed Grading, with Surfacing. |
| ☐ | ☐ | ☐ | b. Retaining Walls. |
| ☐ | ☐ | ☐ | c. Slope Benching. |
| ☐ | ☐ | ☐ | d. Hand Placed Slopes. |
| ☐ | ☐ | ☐ | e. Rip Rap Work. |
| ☐ | ☐ | ☐ | f. Irrigation Ditches. |
| ☒ | ☐ | ☐ | g. Special Drainage Ditches. |
| ☐ | ☐ | ☐ | h. Channel Changes. |
| ☐ | ☐ | ☐ | i. Flumes. |
| ☐ | ☐ | ☐ | j. Sidewalks, Curbs and Gutters. |
| ☐ | ☐ | ☐ | k. Tunnel (Drainage). |
| ☐ | ☒ | ☐ | 11. Is relocation of a scale site necessary? |
| ☐ | ☒ | ☐ | 12. Does this project involve construction of a frontage road? |
| ☐ | ☒ | ☐ | 13. Will there be unusual difficulty in handling traffic during construction? |
| ☒ | ☐ | ☐ | 14. Have all important alignment points been referenced? |
| ☒ | ☐ | ☐ | 15. Have all location problems been discussed in the Narrative Report of Survey? |

* Non Applicable

Signature M. S. Haig
Locating Engineer

Address Roseburg

# LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Mile PT. 45 Slide UNIT ______ SHEET 1 OF 3

HIGHWAY Tiller - Trail PREFIX 115-1909 COUNTY Jackson

| ITEM NO | SPEC NO | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT COST | AMOUNT |
|---|---|---|---|---|---|---|
| | | Mobilization (8%) | | | | 25,805.38 |
| | | Temporary Protective : Directional Measure for Traffic (3%) | | | | 9,677.02 |
| | | Temporary Signs | Sq. FT. | 74 | 6.00 | 444.00 |
| | | Flaggers | HOUR | 400 | 15.00 | 6,000.00 |
| | | Clearing : Grubbing 3000/AC (3.08 acre) | ALL | 100% | 9,240.00 | 9,240.00 |
| | | Removal of Structures : obstructions | ALL | 100% | 2,000.00 | 2,000.00 |
| | | Ditch Excavation | C.Y. | 317 | 8.00 | 2,536.00 |
| | | General Excavation | C.Y. | 22,740 | 5.00 | 113,700.00 |
| | | Trench Excavation | C.Y. | 1,068 | 8.00 | 8,544.00 |
| | | Finishing Roadbed : Slopes 11,000/mile | MILE | 0.36 | 11,000/mile | 3,960.00 |
| | | Watering | M. GAL | 309 | 10.00 | 3,090.00 |
| | | Aggregate Base 1½" - 0 (4,660 C.Y.) | TON | 7,024 | 11.00 | 77,264.00 |
| | | Top Course Base : Shoulders | TON | 803 | 11.00 | 8,833.00 |
| | | Class "B" Asphalt Concrete Pavement | TON | 1,429 | 34.00 | 48,586.00 |
| | | 18" Culvert Pipe | LIN. FT. | 98 | 15.00 | 1,470.00 |

# LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Mile Pt. 45 Slide UNIT ____ SHEET 2 OF 3

HIGHWAY Tiller - Trail PREFIX 115-1909 COUNTY Jackson

| ITEM NO | SPEC NO | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT COST | AMOUNT |
|---|---|---|---|---|---|---|
| | | 24" Culvert Pipe | Lin. FT. | 255 | 22$^{00}$ | 5,610.00 |
| | | 30" Culvert Pipe | Lin. FT. | 199 | 28$^{00}$ | 5,572.00 |
| | | Concrete Inlets Type D modified | Each | 2 | 450$^{00}$ | 9,00.00 |
| | | 8" Perf Drain Pipe | Lin FT | 278 | 6$^{00}$ | 1,668.00 |
| | | 12" Perf Drain Pipe | Lin. FT. | 180 | 10$^{00}$ | 1,800.00 |
| | | Gravel in Drains | cu. yd. | 201 | 15$^{00}$ | 3,015.00 |
| | | Filter Fabric | sq. yd. | 510 | 1$^{50}$ | 765.00 |
| | | Delineators | each | 32 | 23$^{00}$ | 736.00 |
| | | Roadside Seeding & mulching | acre | 3,151 | 800$^{00}$ | 2,520.80 |
| | | Extra for Paving approaches | each | 2 | 175$^{00}$ | 350.00 |
| | | GeoTech Fabric (46' wide Subgrade) | sq. yd. | 6,206 | 2$^{25}$ | 13,963.50 |
| | | Rock Ditch Lining | c.y. | 1.8 | | |
| | | | | | | |
| | | *Subtotal Contract Bid Items | | | | 358,049.70 |
| | | | | | | |

# LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION mile pt. 45 Slide UNIT ____ SHEET 3 OF 3

HIGHWAY Tiller-Trail PREFIX 115-1909 COUNTY Jackson

| ITEM NO | SPEC NO | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT COST | AMOUNT |
|---|---|---|---|---|---|---|
| | | Additional anticipated items: | | | | |
| | | | | | | |
| | | Permanent Signing | | | | |
| | | Permanent Striping | | | | 1500.00 |
| | | Slide Correction | | | | 15,000.00 |
| | | Engineering: Contingencies (20%) | | | | 71,609.94 |
| | | | | | | |
| | | TOTAL | | | | ~~444,659.64~~ |
| | | | | | | 446,159.64 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

10,072

STATE OF OREGON

INTEROFFICE MEMO

TO: J.X. Wilson
Regional Construction Engineer

DATE: December 22, 1983

FROM: M. G. Havig
M.G. Havig, Project Manager

SUBJECT: Additional Authority for Survey
Tiller- Trail Hwy @ M.P. 45
Tiller Trail Highway
Jackson County
Prefix 115-1909

Attached is a supplemental authority for subject survey.

The overrun came from 2 unanticipated events. The Salem Seismic crew ran some seismic lines to attempt to determine water depths and additional design time was required to design drainage items, ditches, et cetera from their recommendations.

Also the state maintenance crews constructed a winter use shoo-fly detour and unloaded a considerable amount of material from the existing highway and slide mass. This required re-cross sectioning after all our other work was complete and due to the travel distance involved, overtime was required.

ROSEBURG REGION
RECEIVED
DEC 23 1983

PUS RDS
RTS
FLE GEO

RECEIVED
DEC 28 1983
LOCATION
SECTION

12-27-83
CC: F. Terpin
J.X.W.

81-125-1307

# COST ACCOUNTING FOR SURVEY AUTHORITY

PROGRAM MANAGEMENT
PREFIX 5909
PROJECT TYPE

DESCRIPTION Tiller-Trail Hwy Study

REGION 3
HIGHWAY 230
COUNTY 15

MAJOR CLASS: Federal x State ___ Maintenance ___ ORS ___

FUNCTION NUMBER DISTRIBUTION

| | | ORIGINAL | REPLACEMENT |
|---|---|---|---|
| Project Manager | 901 | 1000 | 5500 |
| Citizens Involvement | 902 | | |
| Local Government | 903 | | |
| Consultants Fees | 904 | | |
| Final Design | 905 | 5000 | 5000 |
| Bridge Design | 906 | | |
| Preliminary Design | 907 | | |
| R/W Descriptions | 909 | 2000 | 2000 |
| Region Geology | 910 | 2500 | 2500 |
| Traffic Section | 911 | 200 | 200 |
| Landscape Department | 912 | 1000 | 1000 |
| R/W - Liaison | 913 | 150 | 150 |
| Region Utility Liaison | 914 | 100 | 100 |
| Audit Services | 915 | | |
| Photogrammetry | 916 | | |
| Location | 918 | 500 | 500 |
| Program Management | 920 | 200 | 200 |
| Specifications | 921 | 3000 | 3000 |
| Adm. Services (Engineering) | 922 | 100 | 100 |
| Environmental Section | 923 | 200 | 300 |
| DOT - Planning | 924 | | |
| Air Monitoring | 925 | | |
| Structural Foundations | 926 | | |
| Bridge Design for Counties | 927 | | |
| R/W Utility Engineer | 932 | 200 | 200 |
| Surfacing Engineer | 933 | 500 | 500 |
| Chief Geologist | 934 | 500 | 1000 |
| Soils Engineer | 935 | 1000 | 1000 |
| Region Traffic | 936 | | |
| Hydraulics | 937 | | |
| Region Environmental | 938 | | |
| Urban Studies Unit | 949 | | |
| Training Courses | 950 | | 500 |
| Employee Reloc. Assistance | 955 | | |
| Personal Leave | 960 | | |
| Administrative Leave | 961 | | |
| Public Hearing Charges | 980 | | |
| EEO Monitoring Expense | 985 | | |
| TOTAL | | $ 18150 | $ 23750 |

Authorization # 2

REVISIONS:

Descriptions ___

Flag - No Further Chg. (11 Punch) ___

Remove Flag (0 Punch) ___

Change Prefix

FROM

TO

Norm Davis
AUTHORIZED SIGNATURE

4-2-84
DATE

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-104(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Jackson

26

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30168

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/25/83

8. FEDERAL ROUTE NUMBER Secondary 104

9. STATE ROUTE NUMBER Secondary 230

10. GENERAL LOCATION:

M. P. 45 Section (Tiller - Trail Highway)

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8/23/83 you are authorized to proceed with all phases of right-of-way acquisition at a TEC of $9,000 Federal Funds $7,933.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
8/31

14. DATE 8/25/83

15. SIGNATURE OF APPROVING OFFICIAL John R Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

MA1 2.6

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 23, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: Gary A. Potter, Manager
Program Section

Subject: Project No. RS-104(3)
M.P. 45 Section
Jackson County

I request your authorization to proceed with the actual acquisition of the right-of-way on the subject project at an estimated total cost of $9,000 with Federal funds of $7,933. The right-of-way to be acquired is as outlined in red on the enclosed sketch map. No relocation assistance is involved.

CL:bkb
Enc.

cc: D. Aman
General Files

Form 734-3122

rll 10, [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
RS-104(3) Mai 26

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30168

2A. COUNTY NAME
Jackson

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/22/83

8. FEDERAL ROUTE NUMBER
Secondary 104

9. STATE ROUTE NUMBER
Secondary 230

10. GENERAL LOCATION:
M.P. 45 Section (Tiller - Trail Highway)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility perparatory work TEC $18,150
F.F $15,999

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8/15/83.

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO
Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Orig to 8/24

14. DATE
8/22/83

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

MP 2.6

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

August 15, 1983

In Reply Refer to
File No: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 30168
Project No. RS-104(3)
MP 45 Section
Tiller-Trail Highway
Jackson County

Enclosed is data consisting of PR-1 forms, Location Prospectus, D. Aman's memo of August 8, 1983 and sketch maps for the subject project.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $18,150 with an obligation of $15,999 in Federal funds.

We will in the future request authorization to proceed with the acquisition of right of way under the subject project upon receipt of the proper map.

CL:pf
Enclosure

cc: D. Aman
General Files

MAI 26

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

## PROJECT HISTORY - SLIDES

SECTION Tiller-Trail Hwy. Slide (M.P. 45)

HIGHWAY Tiller-Trail

COUNTY Jackson

1. OCCURRENCE: DATE Winter 82-83
2. PROSPECTUS: DATE Blank RECEIVED Unknown LOC. APPROVED 5-2-83
3. O.T.C. APPROVED: 4-18-83
4. PE PROGRAMMED: DATE State AUTH. –
5. ROW NEED NOTED: 5-5-83
6. REQUESTED BY ROW SECTION: 8-8-83
7. ROW PROGRAMMED: DATE – AUTH. –
8. PS&E: REQUESTED ______ APPROVED: ______
9. LETTING DATE: 1st QtR 85
10. ROW EXCEPTION REQUESTED @ PS&E: YES ____ NO ____

GC:pf:8-5-83

[illegible] 26

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

PROGRAM SECTION
JUNE 17, 1983
cc: FHWA
✓State Highway Engineer
Location Unit
Right-of-Way Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed.-Aid Group
Reg. (3) Engr: J. Gix
Dis. (8) Engr.: G. Thornton

## CONCLUSIONS

NOTED
H.S. COULTER

APPLICANT: Dept. of Transportation

PROJECT TITLE: Slide Correction MP 45

DATE: June 14, 1983 TILLER-TRAIL HWY
JACKSON COUNTY

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

RECEIVED
STATE HWY ENGR
JUN 17 '83
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: **OR 830617-113-2**

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
MAY 20 1983
DIVISION OF STATE LANDS

INTERGOVERNMENTAL RELATIONS DIVISION
MAY 24 1983

## PNRS STATE REVIEW

Project #: OR 830517-113-2 Return Date: JUN 10 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

## PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

---

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By C.H.

PNRS #2 Phone Number 8-3059

[illegible] [illegible] 26

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO

Date: May 11, 1983

To: Executive Department
Federal-Aid Coordination Unit

Rogue Valley Council
of Governments
P.O. Box 3275
Central Point, OR 97502

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 8
Section: Slide Correction MP 45 Section
Highway: Tiller-Trail Hwy. State Route 227
County: Jackson

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be June 20, 1983.

JLG:bks
Attachments

bc:
- D.E. Wilken, FHWA (2)
- H.S. Coulter ✓
- R.N. Bothman
- F.E. Terpin
- J.B. Boyd (2)
- J.H. Versteeg (3)
- Cam Gilmour
- W.J. Hart
- Reg. 3 Engr.: Jim Gix
- Dis. 8 Engr.: G.T. Thornton
- Aeronautics Division
- David Powers, Parks
- J.L. Gaither

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8) PNRS # | Page One |

| | | | | |
|---|---|---|---|---|
| 02 | 12) **APPLICANT** [45<br>Department of Transportation | 46) **DIVISION** [79<br>Highway | | |
| 03 | 12) **APPLICANT ADDRESS** STREET [45<br>Transportation Building | 46) CITY [60<br>Salem | 76) ZIP<br>97310 | |
| 04 | 12) **CONTACT PERSON** [45<br>Gary Potter | 46) AREA CODE [48<br>503 | 49) PHONE [55<br>378 | 56) EXTENSION [59<br>6564 |
| 01 | 12) **PROJECT TITLE** [71<br>Slide Correction MP 45 Section | | | |
| 11 | 12) **PROJECT LOCATION—CITY**<br>Tiller-Trail Hwy.<br>State Route 227 | **PROJECT LOCATION—COUNTY**<br>Jackson | **PROJECT LOCATION** [79<br>SEC: T: R: | |

**SUMMARY PROJECT DESCRIPTION** (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Slide Correction Project.

06 12) [71

07 12) [71

08 12) [71

09 12) [71

10 12) [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12) (A) Grant [19 | 20) (B) Other [27 | 28) (C) State [35 | 36) (D) Local [43 | 44) (E) FUNDS [51 | 52) (F) FUNDS [60 |
| 141,000 | | 19,000 | | | 160,000 |

| | | |
|---|---|---|
| 13 | 12) **TYPE OF OTHER FEDERAL FUNDS** (See 12B) [45 | 46) **TYPE OF OTHER NON-FEDERAL FUNDS** (See 12E) [79 |
| 14 | 12) **FEDERAL PROGRAM TITLE** [71<br>Title 23 USC Highways | |
| 15 | 12) **FEDERAL AGENCY NAME** [45<br>U.S. Department of Transportation | 46) **FEDERAL SUB-AGENCY NAME** [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: May 11, 1983

**(D) REVIEW REQUIRED by A-95** Yes ☒ 31 No ☐ 32

**(E) ENVIRONMENTAL IMPACT** Yes ☐ 33 No ☒ 34

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 35 No ☒ 36

| | | | |
|---|---|---|---|
| **(G) ESTIMATED APPLICATION FILING DATE:** | 41) MONTH [42<br>June | 43) DAY [44<br>20 | 45) YEAR [46<br>1983 |

Form PNRS-1 Page 1

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 11, 1983

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
TILLER - TRAIL HIGHWAY SLIDE @ MILE POINT 45

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way is needed from two parcels, totaling about 0.9 acres. No improvements, but some merchantable timber would be removed. This is considered to be minor right-of-way acquisition.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The land is zoned Forest Resource with minimum 160 acre holding or owerships. The planning commission indicated there would be no impacts from any highway work, including quarrying, etc. (which we may not need to do).

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Should increase the safety, particularly through the winter season. No other impacts.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There are no streams, other than a small intermittent seasonal stream. No wetlands, despite supersaturated soil during very wet periods. This will not endanger any species of wildlife or other natural ecological resources.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No parks, historic or other cultural or scenic resources.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No areas of critical concern and no controversial issues.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Project does not have the potential to significantly affect the environment and is consistent with the Categorical Exclusion list included in 23 CFR 771.115.

OTHER DOCUMENTATION

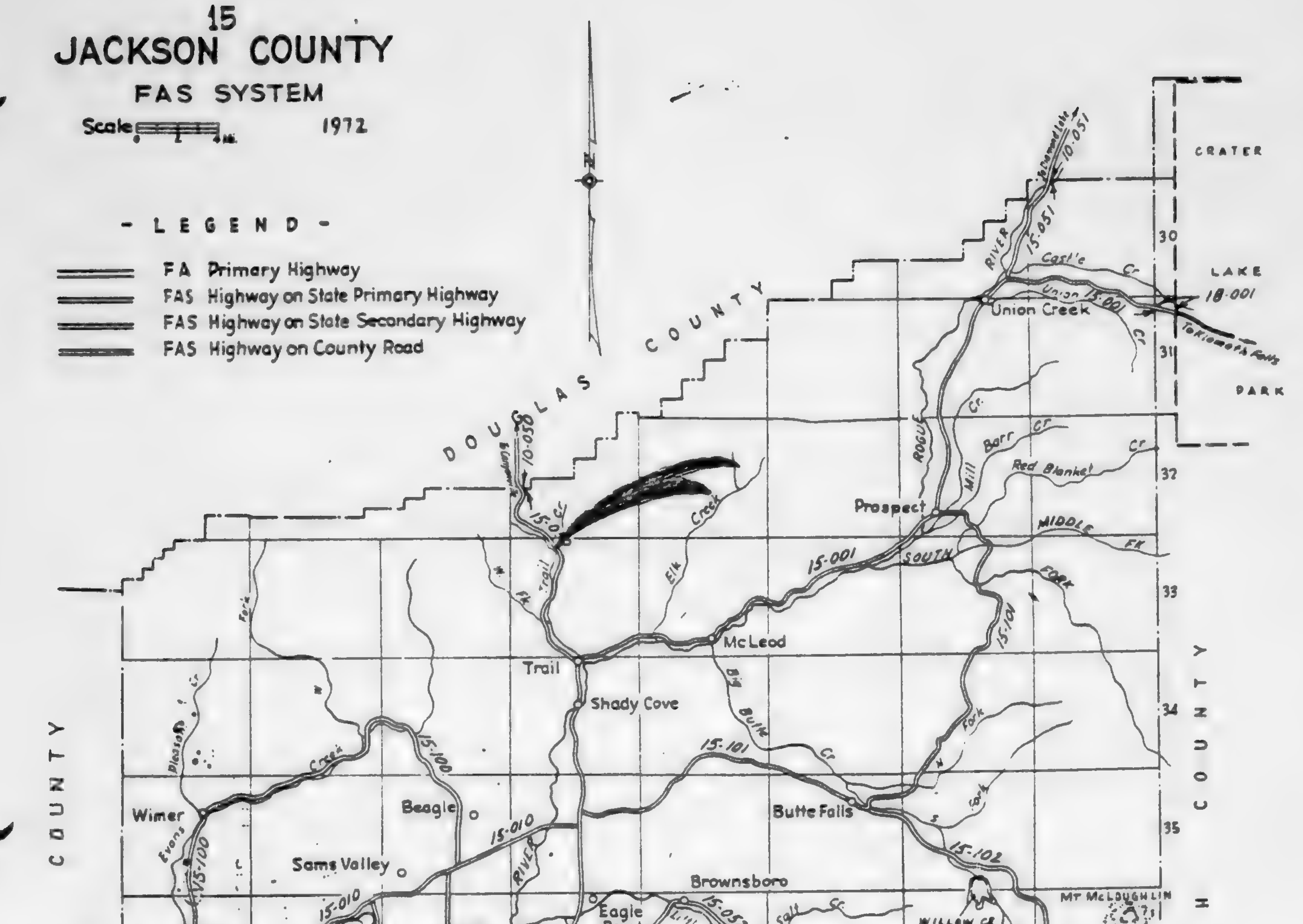
| | | |
|---|---|---|
| PREPARED BY<br>X M. L. Harris | TELEPHONE NUMBER<br>440-3419 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |

15

# JACKSON COUNTY

## FAS SYSTEM

Scale 0 2 4 mi. 1972


- LEGEND -
FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road
N
DOUGLAS COUNTY
CRATER LAKE PARK
KLAMATH COUNTY
JOSEPHINE COUNTY
SISKIYOU COUNTY
CALIFORNIA
Union Creek
Prospect
McLeod
Trail
Shady Cove
Beagle
Sams Valley
Wimer
Rogue River
Gold Hill
Central Point
Jacksonville
MEDFORD
Phoenix
Talent
ASHLAND
Eagle Point
Brownsboro
Lakecreek
Butte Falls
Provolt
Applegate
Ruch
Copper
Colestin
Siskiyou
Pinehurst
Fish L
WILLOW CR RES
MT McLOUGHLIN
HOWARD PRAIRIE RES
HYATT RES
EMIGRANT CR RES
I-5
FAP-3
FAP-15
15-001
15-010
15-051
10-051
10-050
15-052
18-052
15-053
17-053
15-100
15-101
15-102
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15-104
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15-106
15-107
15-108
15-109
15-110
15-111
15-112
15-113
15-114
15-500
18-500
18-001
17-110
15-012
To Grants Pass
To Williams
To Klamath Falls
To Lake of the Woods
ROGUE RIVER
APPLEGATE RIVER
LITTLE APPLEGATE RIVER
MIDDLE FORK
SOUTH FORK
Evans Creek
Elk Creek
Big Butte Cr
Little Butte Cr
Antelope Cr
Red Blanket Cr
Mill Cr
Barr Cr
Castle Cr
Union Cr
Salt Cr
Walker Cr
Emigrant Cr
Neil Cr
Ashland Cr
Keene Cr
Jenny Cr
Squaw Cr
Carberry Cr
Thompson Cr
Griffin Cr
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MA 26

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

May 5, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Tiller - Trail @ M.P. 45
Tiller - Trail Highway
Jackson County
RS-104(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
May 11, 1983

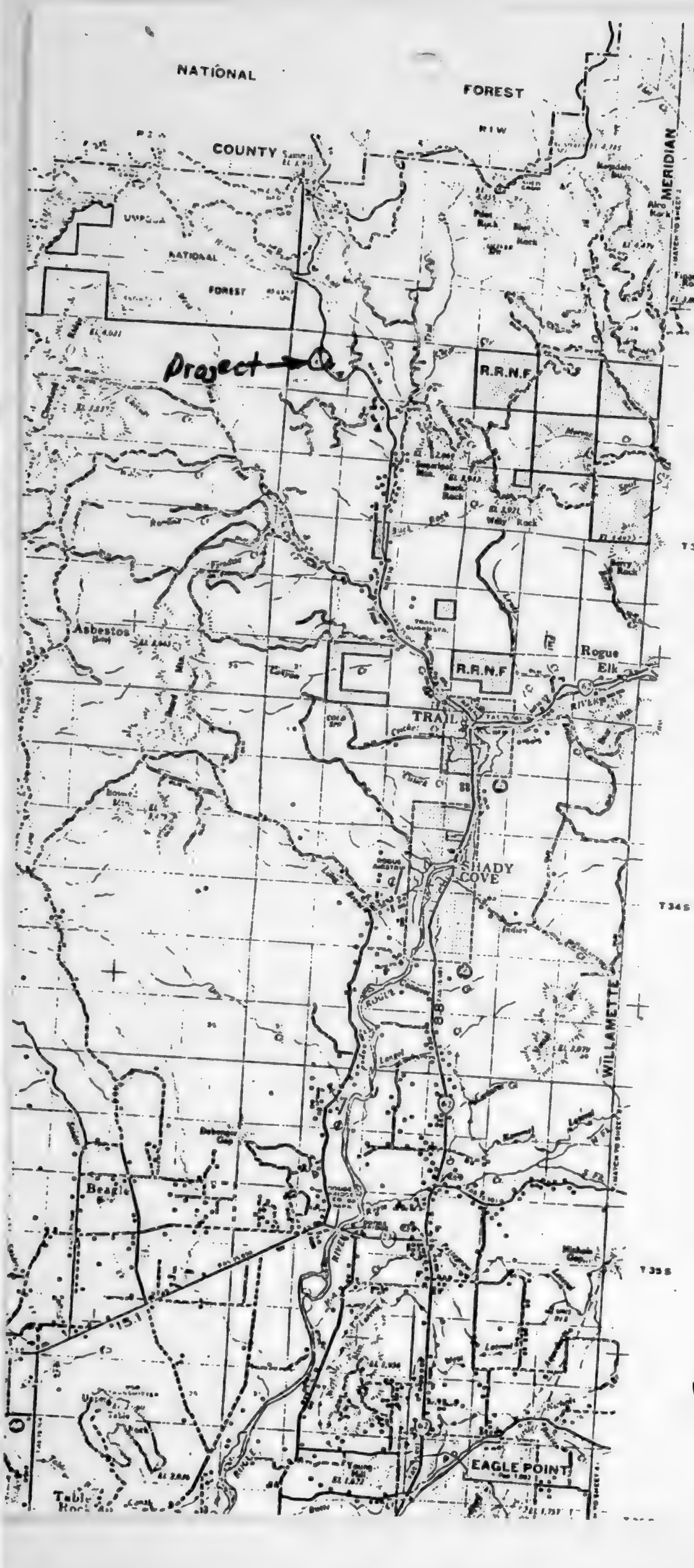
cc: J. B. Boyd (3)
J. H. Versteeg (
Keats Oliver
L. E. George (2)
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs U
Phil Lewellyn
Surfacing Design
General Files
Jim Gix
Gerald Parker
Elliot Parker
George Thornton

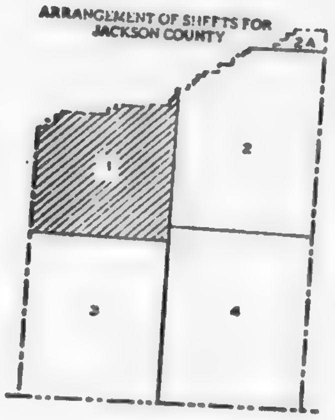
CMG:lb

Attachment (4)

for 5/10/83

Form 734-3122


NATIONAL
FOREST
COUNTY
UMPQUA
NATIONAL
FOREST
Project
R.R.N.F.
R.R.N.F.
Asbestos
Rogue
Elk
TRAIL
SHADY
COVE
Beagle
EAGLE POINT
Table Rock
MERIDIAN
WILLAMETTE
White Rock
T 32 S
T 33 S
T 34 S
T 35 S
N


ARRANGEMENT OF SHEETS FOR JACKSON COUNTY

# GENERAL HIGHWAY MAP
# JACKSON COUNTY
# OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION: TILLER - TRAIL HIGHWAY SLIDE @ MILE POINT 45

REGION: 3

**ESTIMATED RIGHT-OF-WAY IMPACTS**

Right-of-way is needed from two parcels, totaling about 0.9 acres. No improvements, but some merchantable timber would be removed. This is considered to be minor right-of-way acquisition.

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The land is zoned Forest Resource with minimum 160 acre holding or owerships. The planning commission indicated there would be no impacts from any highway work, including quarrying, etc. (which we may not need to do).

**ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY**

Should increase the safety, particularly through the winter season. No other impacts.

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There are no streams, other than a small intermittent seasonal stream. No wetlands, despite supersaturated soil during very wet periods. This will not endanger any species of wildlife or other natural ecological resources.

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No parks, historic or other cultural or scenic resources.

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No areas of critical concern and no controversial issues.

**RECOMMENDED PROJECT CLASSIFICATION**

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Project does not have the potential to significantly affect the environment and is consistent with the Categorical Exclusion list included in 23 CFR 771.115.

**OTHER DOCUMENTATION**

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X M. L. Harris | 440-3419 | |

734-1913 (7-82)

10,592

Sec. 230N

# PROJECT PROSPECTUS
## PART 4 — RVEY AUTHORITY

Jackson County

SECTION Tiller - Trail Highway Slide @ M.P. 45
~~Tiller Trail Highway~~ #230

KEY ID#

REGION 3

## SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 115-1405

DATE 4-16-83

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 10,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | 500 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | | 935 SOILS | | 500 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | | 920 PROGRAM MANAGEMENT | | 100 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 2,500 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 100 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 100 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ 14,000 | $ 14,000 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER STATE

LOCATION ENGINEER S REMARKS

Prepare field survey for slide project. This project will be designed under a MC 19 prefix.

MG
1 Versteeg ✓
cy Anderson
2 Adams
cy Macnab
3 Stoudenmeyer
4 Terjan
Trout
cy Wakerlig

RECEIVED
ROAD DESIGN SECTION

Watson
Do Not File ☐
Return To
Bring Up
Action

Approved for PE [illegible] 3-15-83
Approved by OTC 4-19-83

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 4-16-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 5/4/83 |
| RECOMMENDED, REGION ENGINEER X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE 5-3-83 |
| RECOMMENDED, LOCATION ENGINEER X | DATE 5/2/83 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

MAI 26

DATE: April 8, 1983

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Slide Correction M.P. 45
Tiller Trail Highway
Jackson County

On the Consent Calendar for the April 18 Meeting will be a request to add the subject slide correction project to our construction program.

The slide has the potential of closing the Tiller Trail Highway. The estimated cost of construction is $160,000, which we propose to finance with Federal-Aid Secondary funds. It will require $19,000 State match.

We propose adding the project to the program during Fiscal 1983 so that it can be completed during this construction season.

DES:pf st

bc Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
C. T. Keasey
J. H. Versteeg
V. E. Skoog
Jim Gix
Warren Richards
George Bell

MAI 26

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

NOTED
H.S. COULTER

TO: H. S. Coulter
State Highway Engineer

DATE: March 30, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Nesika Beach Slide Correction and Tiller-Trail Highway @ M.P. 45
Oregon Coast Highway
Curry County

Tiller-Trail Highway
Jackson County

Attached for your consideration are requests for two slide correction projects.

The Nesika Beach slide has closed the Oregon Coast Highway requiring a detour over county roads. We anticipate that the project will be funded by ER funding. We need to proceed with the survey and I recommend you authorize under delegated authority a state funded survey to expedite a contract for FY 1984.

The Tiller-Trail Highway slide involves a 500-foot section of the roadway which slid out because of a concrete culvert separation in several locations. The Schedule Committee agreed it was desirable to proceed with this contract immediately in FY 1983. I recommend that you authorize under delegated authority a state funded survey to expedite a contract for FY 1983.

The attached letter to the Commission has been drafted for your use.

RNB:lb

Att.

cc Gary Potter

RECEIVED
STATE HWY ENGR

MAR 31 '83

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Contains Recycled Materials

10,092

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

## INTEROFFICE MEMO

TO: D. E. Swan
Program Control Engineer

DATE: March 8, 1983

FROM: Roger Patitz
ROGER PATITZ
Region Design Supervisor

SUBJECT: Project Prospectus
Tiller-Trail Hwy. @ MP 45
Tiller-Trail Highway
Jackson County

Herewith is the project prospectus for the proposed subject project.

No waterways are involved.

rep/cw
Encl.

cc F. E. Terpin
Gary Potter, w/copies parts 1 & 3

4-14-83
called Marty - is 5,500 really enough - L

4-15-83
Marty said probably 14,000 would be closer L

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

230

Jackson Co.

| | |
|---|---|
| KEY ID# | |
| REGION | 3 |
| SECTION | Tiller - Trail Highway Slide @ Mile Point 45 |
| AUTHORIZATION NO. | 1 |
| PREFIX | 115-1909 |
| DATE | March 3, 1983 |

Tiller-Trail Highway #230

### SURVEY AUTHORITY

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ 1,000 | $ 1,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ 500 | $ 500 |
| 902 CITIZEN'S INVOLVEMENT | 0 | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | 500 | 500 |
| 903 LOCAL GOVERNMENT | 0 | | 918 LOCATION | 500 | 500 | 935 SOILS | 1,000 | 1,000 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | 0 | |
| 905 FINAL DESIGN | 5,000 | 5,000 | 920 PROGRAM MANAGEMENT | 200 | 200 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | 3,000 | 3,000 | 938 REGION ENVIRONMENT | 0 | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN SERVICES | 100 | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | 2,000 | 2,000 | 923 ENVIRONMENTAL SECTION | 200 | 200 | 950 TRAINING | 0 | |
| 910 REGION GEOLOGIST | 2500 | 2,500 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | 0 | |
| 911 TRAFFIC SECTION | 200 | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | 1,000 | 1,000 | 926 FOUNDATION | 0 | | 980 PUBLIC HEARING | 0 | |
| 913 RIGHT-OF-WAY LIAISON | 150 | 150 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | 100 | 100 | 932 RAILROAD & UTILITIES | 200 | 200 | | | |
| | | | | | | TOTALS | $ 18,150 | $ 18,150 |
| | | | | | | PREVIOUS AUTHORIZATION | | $ |
| | | | | | | ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
RS - 104 (3)

LOCATION ENGINEER'S REMARKS

1 Cy ..Volsteng ✓
2 ..Pierson
Cy ..Macnab
3 ..Stoudenmayer
..Terjeson
4 ..Kent
Cy

Cy Lyle

SEP 16 198
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Majority of 901 and 910 functions charged to 115-1405.
This authority is to cover plans with major class 19 funding.

5 Molly

Approved for PE (STATE FUNDS) by Hwy Eng'r 3-28-83
Approved by OTC 14-19-83

| | | | |
|---|---|---|---|
| PREPARED BY<br>M.G. Havig M.G. Havig | DATE<br>3/3/83 | APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>8/30/83 |
| RECOMMENDED, REGION ENGINEER<br>X J.K. Wilson | DATE<br>3-7-83 | APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE<br>3/26/83 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>8-22-83 | |

☐ URBAN
☒ RURAL
ROUTE #

| COST ESTIMATES (000's) | | PROJECT DATA | | | RIGHT OF WAY | | |
|---|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | $ | GRADING | ✓ | | FILES | # | |
| RIGHT OF WAY | $ [illegible] | PAVING | ✓ | | ACRES | # | [illegible] |
| ROADWAY | $ 110,000 | STRUCTURES | ✓ | | RELOCATIONS | # | - |
| STRUCTURES | $ | SIGNING | (✓) | | WORK BY STATE/CONSULTANT APPLICANT | | |
| SIGNALS | $ | SIGNALS | (✓) | | PRELIMINARY ENGINEERING | (S.C.A | $ |
| ILLUMINATION | $ | ILLUMINATION | (✓) | | CONSTRUCTION ENGINEERING | (S.C.A) | $ |
| TEMPORARY PROTECTION | $ 8,000<br>~~4,000~~ | | | | RIGHT OF WAY DESCRIPTIONS | (S.C.A | $ |
| | $ | ENVIRONMENTAL CLASS | (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS | (S.C.A | $ |
| 40% ENGINEERING & CONTINGENCIES | $ 46,000 | DESIGN CATEGORY | (1-7) | 7 | CONSTRUCTION BY | | |
| TOTAL CONSTRUCTION | $ 164,000 | WORK TYPE | (1-12) | - | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | OTHER | |
| TOTAL ESTIMATE | $ [illegible] | | | | | | |

FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER YEAR) 1 84 | RECOMMENDED FUNDING [illegible] FAS

## RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL SECTION

☐ POSTPONE ☐ CANCEL SECTION

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 0 | 0 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 250 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1980 | |

PROBLEM
A [illegible] - 600' section of road way embankment [illegible] cut on either side, and [illegible] on somewhat unstable [illegible] saturated soil has slumped and dropped in elevation [illegible] a highly hazardous situation. This section has a [illegible] history of slumping and dropping each winter season, and [illegible] winter has been particularly severe. Existing [illegible] culvert in bottom of fill, and under the failure [illegible] in several locations.

PROPOSED SOLUTION
Possibly shift highway alignment [illegible] and lower the grade. Installation of new [illegible] drainage facilities are also necessary. [illegible] reduce the weight on the unstable, wet natural [illegible] by shifting uphill, and investigate a substitute light weight embankment material, we would also cut off the water before it gets to the embankment

REQUESTED REGION ENGINEER
X J. X. Wilson | 3-7-83 DATE

APPROVED ASST. HWY. ENG. FOR OPERATIONS
X | DATE

APPROVED ASST. HWY. ENG. FOR ADMINISTRATION | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING

SECTION

## PROJECT JUSTIFICATION

This [illegible] would eliminate a very dangerous and potentially even more hazardous section of highway. Plus it would reduce very high maintenance costs of trying to keep traffic flowing every winter. This section is very far from any nearby maintenance facilities, as it is 42 miles east of Canyonville. addition, this highway has periodic high volumes of truck traffic, as has occurred this past winter.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION: Tiller - Trail Highway @ Mile Point 45

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S ~~N~~ | SIGNS (PERMANENT) | N | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | S | BORROW SOURCE | S | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | S | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | S | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | N | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) 0 | NEW (#) 0 |

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 2 | 0 | 0 | 0 |

UTILITIES: S (LIST BELOW)

COMPANIES: United Telephone

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | A | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | Y |

DESIGN SPEED: 45

DESIGN STANDARDS: 3 R

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 4 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| 1" aggregate base | 18" | 0 | | | |
| Class "B" Asphalt Conc. | 4" | 2" | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

734-1912 (7-82)

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: TILLER - TRAIL HIGHWAY SLIDE @ MILE POINT 45

REGION: 3

**ESTIMATED RIGHT-OF-WAY IMPACTS**

Right-of-way is needed from two parcels, totaling about 0.9 acres. No improvements, but some merchantable timber would be removed. This is considered to be minor right-of-way acquisition.

**ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN**

The land is zoned Forest Resource with minimum 160 acre holding or owerships. The planning commission indicated there would be no impacts from any highway work, including quarrying, etc. (which we may not need to do).

**ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY**

Should increase the safety, particularly through the winter season. No other impacts.

**ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES**

There are no streams, other than a small intermittent seasonal stream. No wetlands, despite supersaturated soil during very wet periods. This will not endanger any species of wildlife or other natural ecological resources.

**ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES**

No parks, historic or other cultural or scenic resources.

**PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES**

No areas of critical concern and no controversial issues.

**RECOMMENDED PROJECT CLASSIFICATION**

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

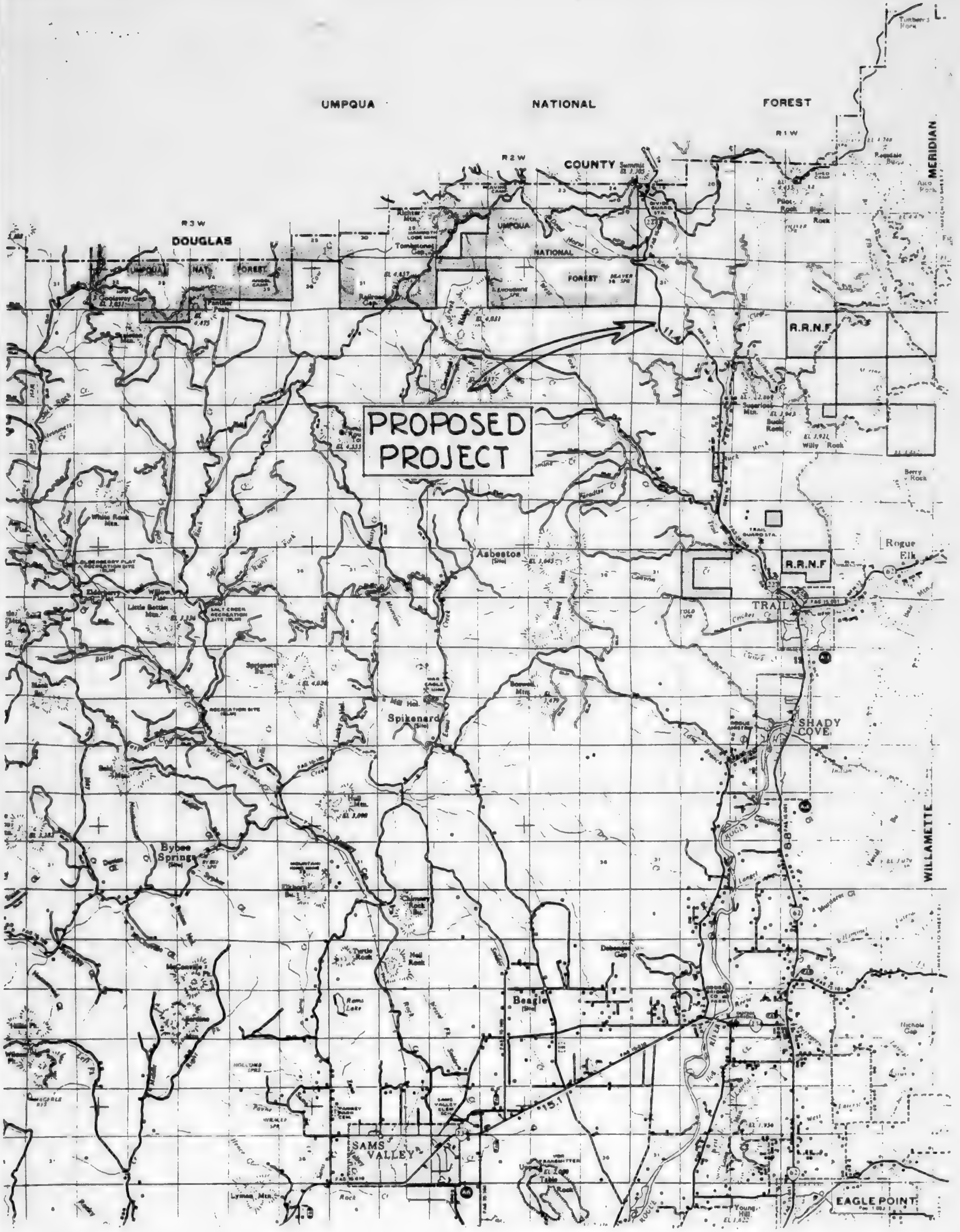
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Project does not have the potential to significantly affect the environment and is consistent with the Categorical Exclusion list included in 23 CFR 771.115.

**OTHER DOCUMENTATION**

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X M. L. Harris | 440-3419 | |

[illegible]



UMPQUA
NATIONAL
FOREST
R 1 W
R 2 W
COUNTY
R 3 W
DOUGLAS
UMPQUA NAT. FOREST
UMPQUA
NATIONAL
FOREST
MERIDIAN
R.R.N.F
PROPOSED PROJECT
Superior Mtn.
Willy Rock
Berry Rock
Rogue Elk
R.R.N.F
Asbestos
TRAIL
SHADY COVE
WILLAMETTE
White Rock Mtn.
Spikenard
Bybee Springs
Chimney Rock
Beagle
Dodson Gap
Nichols Gap
SAMS VALLEY
Lyman Mtn.
Young Hill
EAGLE POINT
Timbers Rock

10,072

230 N

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

7-8-81

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

## 1 - IDENTIFICATION

PROJECT NAME: Tiller-Trail Hwy. @ Trail

HIGHWAY NAME: Tiller-Trail

HIGHWAY NUMBER: 230

| | | | |
|---|---|---|---|
| REGION<br>3 | ADMINISTRATIVE DISTRICT<br>6 | COUNTY<br>Jackson | CITY |

LENGTH: 0.11

MILEPOST NUMBER: 52.70 TO 52.81

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II HES

METHOD OF CONSTRUCTION: ☐ CONTRACT ☒ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Guardrail

PROJECT DESCRIPTION

Proposed project is for installation of guardrail to eliminate a hazardous condition as justified by collision diagrams. Proposed project requires installation of approximately 500 lin. ft. of guardrail and appurtenances.

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 1200

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☒ | ☐ | ☐ | ☐ | ☐ | ☐ |
| PROPOSED | ☒ | ☐ | ☐ | ☐ | ☐ | ☐ |

DESIGN SPEED (MPH): N/A

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 7/8/81

FORM 734-1730 (12-78) Page 1

## 3 - FEATURES

| | EXISTIN UMBER AND WIDTH | PR SED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 2 @ 10' | Same |
| SHOULDERS | 2 @ 4' gravel | Same |
| MEDIANS | | — — — |
| PARKING LANES | | — — — |
| SIDEWALKS | | — — — |
| BIKEWAYS | | — — — |
| INTERCHANGES | | — — — |
| OTHER: | | — — — |

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ | Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ | Access Control | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ | Railroad Crossing | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ | At Grade | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ | Separated | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ | Railroad Encroachment | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ | Permits | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ | Conditional Use | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ | Flood Plain | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ | Irrigation District | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ | Water District | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ | Drainage District | ☐ | ☒ | ☐ |
| River ______ | ☐ | ☒ | ☐ | Div. of State Lands | ☐ | ☒ | ☐ |
| Stream ______ | ☐ | ☒ | ☐ | Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ | Corps of Engineers | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ | Coast Guard | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ | DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ | DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ | Building | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ | Fish & Wildlife Approval | ☐ | ☒ | ☐ |

## 3 - FEATURES (cont.)

| | S | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☒ | ☐ | Hydraulics Study | ☐ | ☒ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ | Soils Investigation | ☐ | ☒ | ☐ |
| Statewide Assessment | ☒ | ☐ | ☐ | Airport Clearance | ☐ | ☒ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ | Economic Analysis | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ | Requires Field Survey | ☒ | ☐ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ | Old Survey Available | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ | Requires Vicinity Map | ☐ | ☒ | ☐ |
| Public Hearing ____________ | ☐ | ☒ | ☐ | Requires Photogrammetry | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ | Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☒ | ☐ | Reconnaissance Available | ☐ | ☒ | ☐ |
| Utilities | ☐ | ☒ | ☐ | Design Review | ☐ | ☒ | ☐ |

Type ____________________________

## 4 - WORK ITEMS

| | TO BE PERFORMED BY<br>APPLICANT | STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT–OF–WAY N/A | ☐ | ☐ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( 7 ) | 1.0 |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | N/A |
| RIGHT-OF-WAY ACQUISITION | ( ) | N/A |
| P.S. & E. DOCUMENTS | ( ) | 3 |

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| N/A | | |

## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

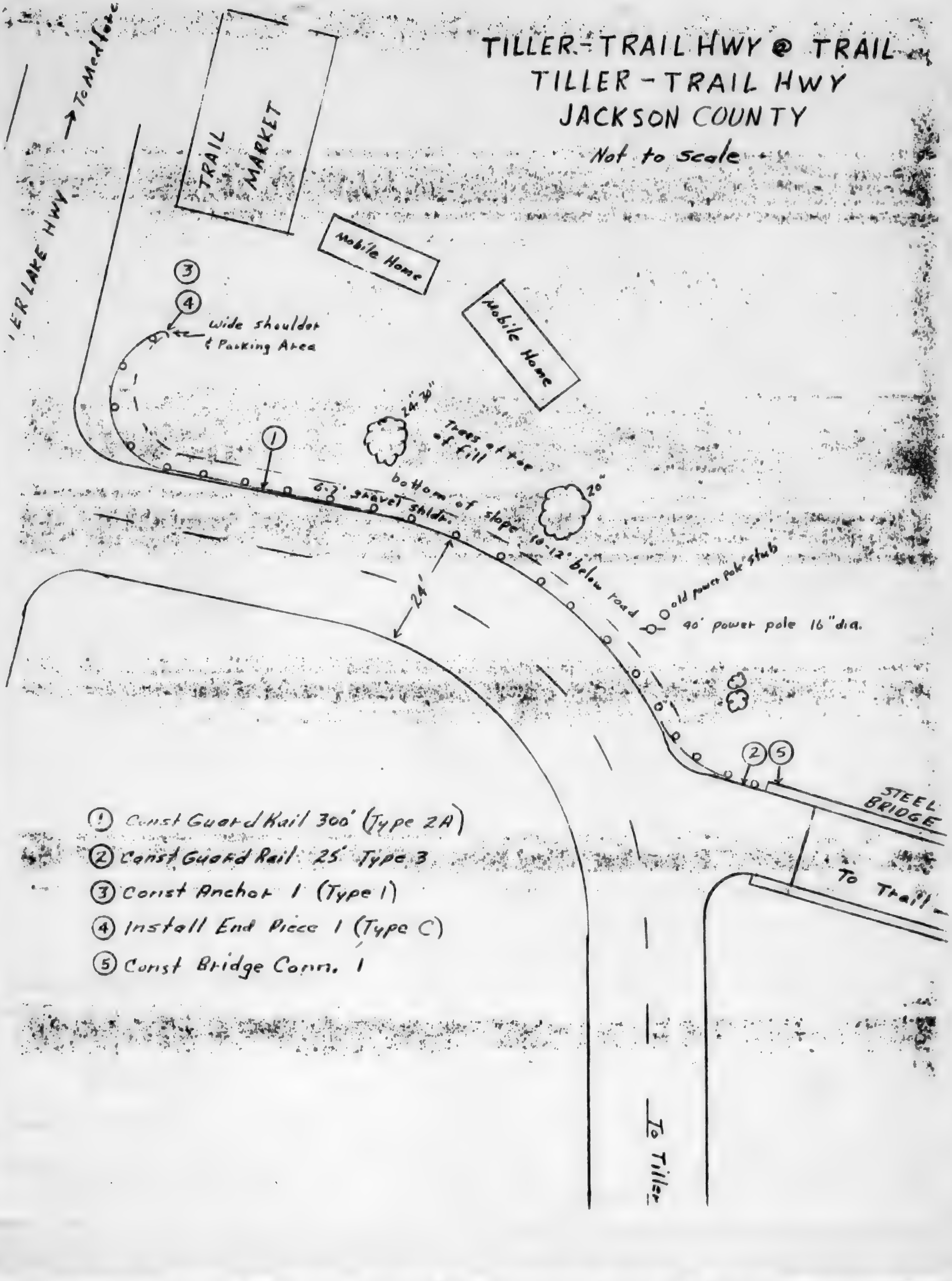
| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING .................................. | 2,000.00 | |
| RIGHT OF WAY .............................................. | | |
| TRAFFIC CONTROL ........................................... | 1,000.00 | |
| ILLUMINATION .............................................. | | |
| STRUCTURES ................................................ | | |
| RAILROAD .................................................. | | |
| ROADWAY ................................................... | 9,720.00 | |
| OTHER ______________________ | | |
| ENGINEERING & CONTINGENCIES ............................... | 2,144.00 | |
| PROJECT TOTAL | 14,864 | |

SUBMITTED BY RE Patitz

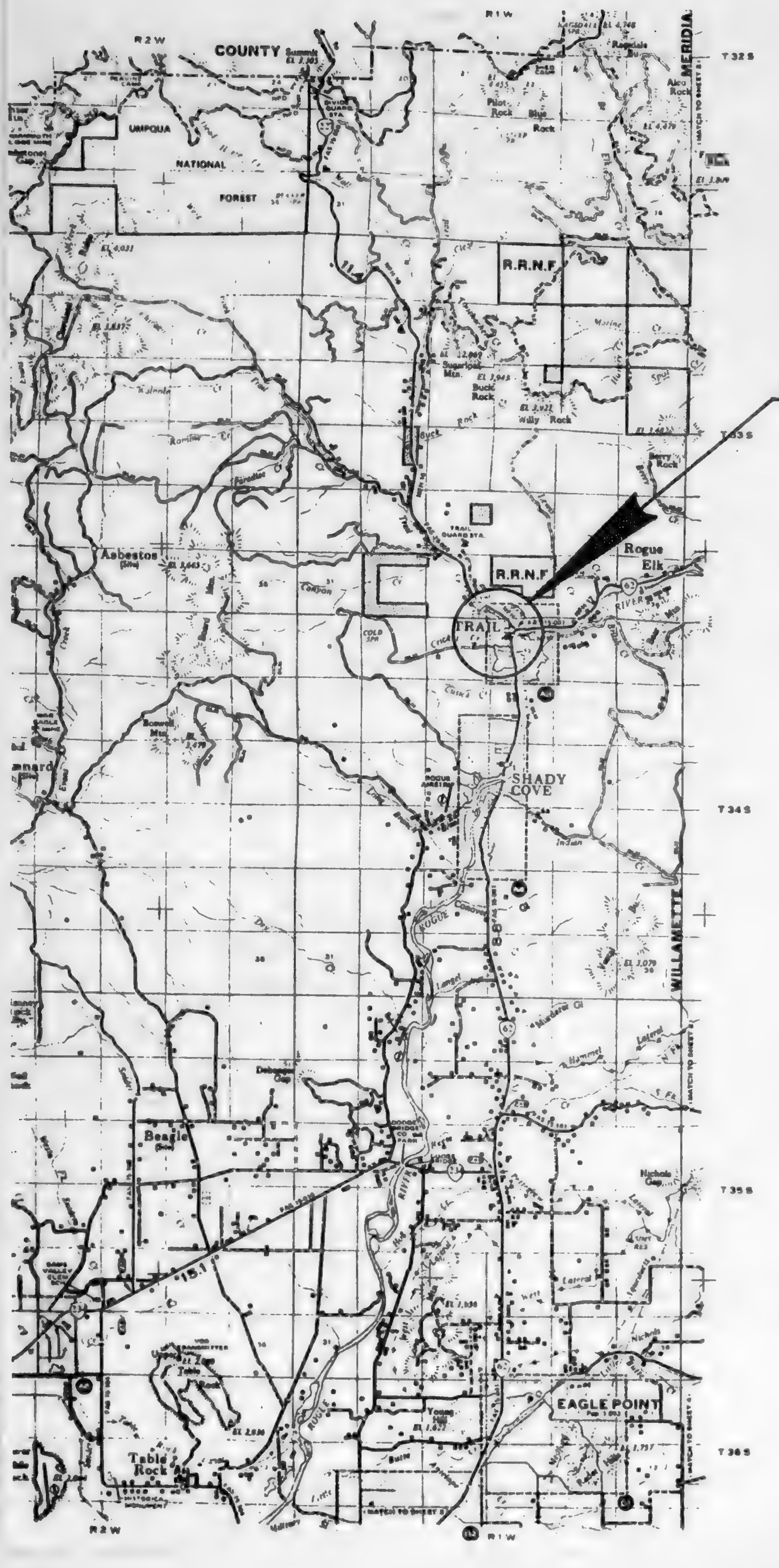
FORM 734-1730 (12-78) Page 4

## TILLER-TRAIL HWY @ TRAIL
## TILLER-TRAIL HWY
## JACKSON COUNTY

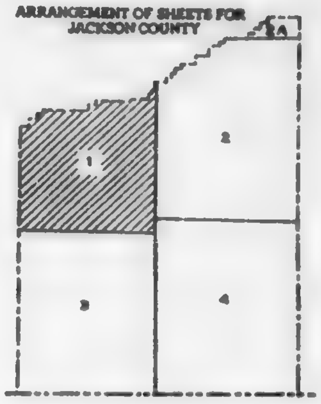
Not to scale


To Medford
ER LAKE HWY
TRAIL MARKET
Mobile Home
Mobile Home
③
④
wide shoulder & Parking Area
①
24"-30"
Trees at toe of fill
6.2' gravel shldr.
bottom of slope 10-12' below road
20"
old power pole stub
40' power pole 16" dia.
24'
② ⑤
STEEL BRIDGE
To Trail
To Tiller

① Const Guard Rail 300' (Type 2A)
② Const Guard Rail 25' Type 3
③ Const Anchor 1 (Type 1)
④ Install End Piece 1 (Type C)
⑤ Const Bridge Conn. 1


R 2 W
R 1 W
COUNTY
T 32 S
UMPQUA
NATIONAL
FOREST
Pilot Rock
Blue Rock
Alco Rock
R.R.N.F.
Sugarloaf Mtn.
Buck Rock
Willy Rock
T 33 S
Asbestos
TRAIL
TRAIL GUARD STA.
R.R.N.F.
Rogue
Elk
RIVER
COLD SPR.
SHADY COVE
T 34 S
ROGUE
WILLAMETTE
MERIDIAN
Beagle
Dodge Bridge Co. Park
Nichols Gap
T 35 S
EAGLE POINT
Table Rock
T 36 S
MATCH TO SHEET 2
MATCH TO SHEET 3
MATCH TO SHEET 4
62
8.6
15.1
R 2 W
R 1 W

PROJECT LOCATION


ARRANGEMENT OF SHEETS FOR JACKSON COUNTY
1
2
3
4
4A

# GENERAL HIGHWAY MAP
# JACKSON COUNTY
# OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

1985 McVay Hwy. @ 30th Ave. 10,093
Intersection of McVay Hwy.
(Signing & signals)

C+A 8257 - 6-19-86

10013 jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

**STATE COPY**

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>8/6/87 | REPORT MADE BY<br>Richard R. Arnold, Area Engineer | | PROJECT NO.<br>HES-116(1) |
| COMPLETION DATE (Actual)<br>4/22/86 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>9/25/86 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>180 C.D. |

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MC VEY HIGHWAY @ 30TH AVENUE
MC VEY HIGHWAY
Signal

Work completed under this project consisted of minor roadbed widening, aggregate base, asphalt concrete pavement and the installation of highway signs and traffic signals. A contract in the bid amount of $75,244.98 was awarded Clarke Electric Inc., Eugene, Oregon on 7/19/85. Contract work began on 9/9/85 and was completed in reasonably close conformance with the plans and specifications, including approved changes on 4/22/86 at a final estimated cost of $108,863.31 which includes $87,694.63 for bid item work, $2,128.60 for work completed under approved price agreement, $267.23 for force account work, $15,572.85 for State force work, a credit of $1,800.00 for liquidated damages and $15,000.00 for engineering.

A total of 195 calendar days were used in completing the work as compared to 180 calandar days allowed. Liquidated damages for 15 days in the amount of $1,800 were assessed accordingly.

A copy of the statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
AUG 13 '87
REFER TO
FO.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Richard R. Arnold | | SIGNATURE<br>John T. Price | |
| TITLE<br>Area Engineer | DATE<br>8/10/87 | TITLE<br>District Engineer | DATE<br>8/13/87 |

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

March 6, 1987

CON 5 - #10,093

Cabrera Construction
3430 W. 11th
Eugene, OR 97402

Thank you for your letter of February 3, 1987, notifying us that you are releasing all claims against Clarke Electric, Inc.

This was in connection with Clarke Electric, Inc. Contract No. 10,093 for work on the McVay Highway at 30th Avenue Intersection in Lane County.

We will note this information in our file and notify the contractor, surety, and agent.

Fran Neavoll
COMMISSION SERVICES

cc: Clarke Electric, Inc.
450 West Fifth
Eugene, OR 97440

Smith and Crakes
P.O. Box 489
Eugene, OR 97440

Fireman's Fund Insurance Company
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State: Filed 7-17-86; CL 1986-0251

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
3-6-87cc

**CABRERA CONSTRUCTION INC.**
3430 W. 11th, Eugene, OR 97402

February 3, 1987

Department of Transportation
Transportation Building
Salem, OR 97310

ATTN: George Bell, Assistant Director

RE: File No. - Con 5 - #10,093
Clarke Electric, Inc.

Dear Sir,

Please be informed that Cabrera Construction Inc. does hereby rlease any and all claims filed against Clarke Electric, Inc., Contract #10,093; McVay Hwy. at 30th Avenue Intersection. We have received all monies owed and due to us by Clarke Electric, Inc.

Enclosed is a copy of the release signed by Alfonso V. Cabrera, President of Cabrera Construction.

We would like to extend our appreciation and thanks for your prompt attention and help in regards to this matter.

Sincerely,

Alfonso V. Cabrera

Alfonso V. Cabrera
Cabrera Construction

Enclosure

CC:File

RECEIVED
FEB - 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Road construction signs and traffic safety control • Commercial and industrial building
Bridge and concrete work • Custom cabinets, doors, and other items

**Clarke Electric, Inc.**
450 West 5th Avenue P.O. Box 10326 Eugene, OR 97440 (503) 342-7788

January 21, 1987

Cabrera Construction
865 Conger
Eugene, Or 97402

Re: Oregon Department of Transportation Contract10093 McVay Hwy

In accepting this check #22897 in the amount of $ 2,172.49, I hereby acknowledge payment in full for my subcontract on the above referenced project. I hereby release all claims against the bond of Clarke Electric, Inc.

Cabrera Construction Inc.

Alfonso V. Cabrera
Alphonso V. Cabrera

RECEIVED
FEB -4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>10-550 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Lane |
| PROJECT REPORT NUMBER | | Project Number<br>HES-116(1) |
| MODIFICATION NUMBER<br>2 | | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 16, 19 84, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 111,057 | $ 127,266 |
| Federal funds | $ 99,950 | $ 114,538 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon

Federal-Aid Project No. HES-116(1)

McVay Highway @ 30th Avenue Section
McVay Highway
Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 16,000.00 |
| | | Total | $ 16,000.00 |

### Type Code Y031
### Traffic Signal (Sta. 6+00)

| Item | Unit Price | Original Quantity | Original Amount | Revised Quantity | Revised Amount |
|---|---|---|---|---|---|
| Embankment in Place | 38.50 | 100 | $ 3,850.00 | 521 | $ 20,058.50 |
| | | | $ 3,850.00 | | $ 20,058.50 |

| | |
|---|---|
| Increase | $ 16,208.50 |
| Subtotal from estimate of 7-23-85 | 80,519.98 |
| Subtotal | $ 96,728.48 |
| Engineering | 11,675.52 |
| Total | $ 108,404.00 |

### Retain in Reserve

| | |
|---|---|
| Total as on estimate of July 23, 1985 | $ 2,862.00 |

## SUMMARY OF FUNDS (90%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| P.E. | 141 | $ 16,000.00 | $ 14,400.00 | $ 1,600.00 |
| Traffic Sig. | 141 | 108,404.00 | 97,563.00 | 10,841.00 |
| Reserve | 141 | 2,862.00 | 2,575.00 | 287.00 |
| Total | | $ 127,266.00 | $ 114,538.00 | $ 12,728.00 |

Group 1: 100%
Contract No. 10,093
Prefix: 120-1920 (PE)
C10093
Appn Code: 141
RLC:bkb

10,093

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>7-140 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | Oregon<br>State |
| PROJECT REPORT NUMBER<br>1 | | Lane<br>County |
| MODIFICATION NUMBER | 7-31-85 | HES-116(1)<br>Project Number |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 16, 19 84, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 16,000.00 | $ 111,057.00 |
| Federal funds | $ 14,400.00 | $ 99,950.00 |

Other revisions

This modification is made for the following reasons: to include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of JUL, 19 85.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 23, 1985

Federal Aid Project No. HES-116(1)

McVay Highway @ 30th Avenue Section
McVay Highway
Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All Required | | | $ 16,000.00 |
| | | | Total | $ 16,000.00 |

### Type Code Y031
### Traffic Signal (Sta. 6+00)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 1,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 1,595.00 |
| Temporary Signs | Sq. Ft. | 246 | 7.98 | 1,963.08 |
| Temporary Barricades | Each | 2 | 77.00 | 154.00 |
| Flaggers | Hour | 160 | 5.00 | 800.00 |

### ROADWORK

| | | | | |
|---|---|---|---|---|
| Embankment in Place | Cu. Yd. | 100 | 38.50 | 3,850.00 |
| Obliteration of Old Roadway | Lump Sum | All | Lump Sum | 440.00 |
| Aggregate Base | Ton | 250 | 15.40 | 3,850.00 |
| Class "B" or "C" Asphalt Concrete | Ton | 40 | 71.50 | 2,860.00 |
| Guardrail, Type 1 | Lin. Ft. | 25 | 13.20 | 330.00 |
| Guardrail, Type 2 | Lin. Ft. | 400 | 19.80 | 7,920.00 |
| Guardrail Anchors, Type 1 | Each | 4 | 385.00 | 1,540.00 |
| Guardrail Anchors, Type 1 Modified | Each | 2 | 330.00 | 660.00 |
| Guardrail End Piece, Type B | Each | 3 | 49.50 | 148.50 |
| Guardrail End Piece, Type C | Each | 4 | 93.50 | 374.00 |

## SIGNING

| | | | | |
|---|---|---|---|---|
| Removal of Existing Sign Installation | Lump Sum | All | Lump Sum | 385.00 |
| Wood Sign Posts | Lump Sum | All | Lump Sum | 331.00 |
| Signal Pole Mounts | Lump Sum | All | Lump Sum | 955.00 |
| Type "AA" Signs in Place | Sq. Ft. | 70 | 23.10 | 1,617.00 |
| Type "C" Signs in Place | Sq. Ft. | 20 | 9.90 | 198.00 |
| Type "F" Signs in Place | Sq. Ft. | 4 | 14.30 | 57.20 |
| Type "G" Signs in Place | Sq. Ft. | 2 | 17.60 | 35.20 |

## TRAFFIC SIGNALS

| | | | | |
|---|---|---|---|---|
| Traffic Signal Installation, Complete | Lump Sum | All | Lump Sum | 35,917.00 |
| Model 170 Controller Equipment, Complete | Lump Sum | All | Lump Sum | 8,265.00 |
| | | | | $ 75,244.98 |

## Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | $ 2,350.00 |
| Remove Pavement Striping (Exist. & Temp.) | All Required | | 300.00 |
| State Furnished Prom & Program | All Required | | 700.00 |
| Signal Controller Testing & Turn-On | | | 1,925.00 |
| | | | $ 5,275.00 |
| | | Subtotal | $ 80,519.98 |
| | | Engineering | 11,675.02 |
| | | Total | $ 92,195.00 |

Length of Project 0.0 mi.

## Retain in Reserve

| | | | |
|---|---|---|---|
| Landscape Repair, Seeding, Mulching, and Fertilizing | All Required | | $ 1,000.00 |
| Remove 3 Light Poles and Luminaires | All Required | | 1,500.00 |
| | | Subtotal | $ 2,500.00 |
| | | Engineering | 362.00 |
| | | Total | $ 2,862.00 |

## SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 16,000.00 | $ 14,400.00 | $ 1,600.00 |
| Traffic Signal | 92,195.00 | 82,975.00 | 9,220.00 |
| Reserve | 2,862.00 | 2,575.00 | 287.00 |
| Total | $111,057.00 | $ 99,950.00 | $ 11,107.00 |

Group 1 100%
Contract No. 10093
Prefix: 120-1920 (P.E.)
C10093
Appn Code 141

DDB:RLC:bkb

STATE COPY

Gen. File

OMB No. 04-R2089

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NO. 1-146

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Lane
Project No.: HES-116(1)

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd., McVay Hwy. @ 30th Ave.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 12-19-83 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
| $ 16,000.00 | $ 14,400.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator: JAN 16 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon January 6, 1984

Federal-Aid Project No. HES-116(1)

McVay Highway @ 30th Avenue Section
McVay Highway
Lane County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 16,000.00 |
| | | Total | 16,000.00 |

| | |
|---|---|
| Length of Project | 0.0 mi. |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 16,000.00 | $ 14,400.00 | $ 1,600.00 |
| Retain in Program | | | |
| Contract Work | 98,000.00 | 88,200.00 | 9,800.00 |
| Total | $ 114,000.00 | $ 102,600.00 | $ 11,400.00 |

Group 100%
Prefix: 120-1920

RHZ:bkb

October 23, 1986

CON 5 - #10,093

Fireman's Fund Insurance Company
P.O. Box 3825
Portland, OR 97208

On October 6, 1986, we wrote to you concerning release of final payment on Contract No. 10,093 awarded to Clarke Electric, Inc. for work on the McVay Highway at 30th Avenue Intersection in Lane County.

Final payment on this contract is $1,579.75 and the total contract amount is $88,023.23. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: Clarke Electric, Inc.
450 West Fifth
Eugene, OR 97440

Smith and Crakes
P.O. Box 489
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,093

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10093

TO: Commission Services

DATE: September 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10093 , On Site Work Substantially Completed April 22, 1986

All Work Completed August 5, 1986

Project McVay Highway at 30th Avenue

Highway McVay

County Lane

Type of Work Signing and Traffic Signals

Contractor Clarke Electric, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-6-86 - Surety letter written.

RECEIVED
OCT 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,093

August 25, 1986

Clarke Electric, Inc.
P. O. Box 10326
Eugene, OR 97440

CON 5
10093

Re: Time Extension Request
McVay Highway @ 30th Ave.
Contract No. 10093
FAP No. HES-116(1)

Your request for additional contract time in which to complete the above contract has been reviewed. Adjustments of contract time are made in accord with the contract provisions. Section 108.09 of the contract Standard Specifications states, in part: "All requests for adjustment of contract time must be submitted to the Engineer within 60 days of the date indicated on the Second Notification as described in Subsection 108.08 of these specifications. Failure to submit requests for adjustment of contract time within said 60 days is expressly agreed to be a waiver of the contractor's right to an adjustment of contract time."

Section 108.09 of the contract Standard Specifications further states that, "The Engineer will also rule out and not consider requests for adjustment of contract time which are based on causes for delay not filed or submitted in accordance with Subsection 108.08 of these specifications."

The date of "Second Notification" on this project was April 22, 1986. Your request for additional contract time was signed by your surety on June 24, 1986, and received by our Project Manager on July 15, 1986. The causes of delay claimed in your request were not filed or submitted in accordance with Subsection 108.08 of the contract Standard Specifications.

Your request does not comply with the contract provision for adjustment of contract time and is therefore denied. There remains 15 calendar days of liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Jim Gix w/att.
Chuck Hemenway w/att.

STATE OF OREGON
Highway Division - Region 3

# INTEROFFICE MEMO

440-3399

TO: O. B. Jackmond
Contract Administration Engineer

DATE: August 8, 1986

FROM: Bob Aldrich Bob
Region Construction Engineer

SUBJECT: Time Extension Request
McVay Highway @ 30th Ave.
Lane County
Contract #10093

Attached is Clark Electric's request for time extension plus the project manager's recommendation and a summary prepared by Chuck Godfrey. I see no reasons offered by the contractor to allow additional time for this project. Besides, the second notification was dated 4/22/86. Their request for additional time was dated 6/23/86 which is 62 days. The contractor has not provided notice as required by Sections 108.08 and 108.09 of the Contract Standard Specifications. Therefore, I would recommend no extension of time.

ba/sh
Attach

cc: C. Hemenway

8-22-86

W. E. Schwartz -

I concur with Region and Project Manager and recommend this request be denied.

OBJackmond

CE ✓
COE ___ OM ___
OE ___
CA ___
C/M ___
EEO ___

RECEIVED
AUG 13 1986
CONSTRUCTION
SECTION

SE ___ TC ___
SA ___ CC ___
CP ___
PQC ___
QCS ___
FILE ___

81-123-1387

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# W Y REPORT FOR CONSTRUCTION JECTS

|  |  |  |
|---|---|---|
| PROJECT NAME (SECTION)<br>McVay Highway at 30th Ave. Report #47 | | WEEK ENDING<br>August 16, 1986 |
| | | CONTRACT NO<br>C10093 |
| HIGHWAY<br>McVay | COUNTY<br>Lane | F A PROJECT NO<br>HES-116(1) |
| CONTRACTOR<br>Clarke Electric Co. | KIND OF WORK Signal Installation | DATE OF AWARD<br>July 16, 1985 |

**PROJECT AUTHORIZATION**

CURRENT AUTHORIZATION $ 111,257.88

ESTIMATED PROJECT COST $ 117,965.00

ESTIMATED PERCENT OVERRUN 6.0%

**ENGINEERING**

AUTHORIZATION $ 8,302.00

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 9,500.00

PERCENT OF AUTHORIZATION 114 %

FIRST NOTIFICATION DATE
September 9, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND
A: 10/31/85 B: 4/22/86

ESTIMATED SEMIFINAL SUBMITTAL DATE
submitted

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| A | 10/31/85 | 89 | 89 | 100 | YES |
| B | 04/25/86 | 180 | 195 | 108 | no |
| | / / | 0 | 0 | 0 | |
| | / / | 0 | 0 | 0 | |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 100 cy | 250 tn | 40 tn | | | |
| EST. CORRECTED QUANTITIES | 521 cy | 157 tn | 23 tn | | | |
| EST. PERFORMED TO DATE | 521 cy | 157 tn | 23 tn | | | |
| PERCENT PERFORMED TO DATE | 100 | 100 | 100 | 99 | 0 | 0 |

ACTIVITIES THIS WEEK:

Sunday: No activity

Monday: No activity

Tuesday: No activity

Wednesday: No activity

Thursday: No activity

Friday: No activity

Saturday: No activity

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Contract work complete

1st Notification: 09/09/85
2nd Notification: "A" 10/31/85 "B" 4/22/86
3rd Notification: 8/5/86

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

This will be the last report.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Byron G.
For Charles E. Hemenway

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

CL 1986-0251

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

July 16, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #10,093

Cabrera Construction Inc.
3430 W. 11th
Eugene, OR 97402

We have received your letter dated July 8, 1986, filing a claim against the following Highway Division contract:

FILED BY: Cabrera Construction Inc.

AMOUNT: $1,739.07

AGAINST (PRIME CONTRACTOR): Clarke Electric, Inc.

CONTRACT NO: 10,093

PROJECT: McVay Highway at 30th Avenue Intersection, Lane County

SURETY: Fireman's Fund Insurance Company

AGENT: Smith and Crakes

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
JUL 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

George Bell
Assistant Director

cc: Clarke Electric, Inc.
450 West Fifth
Eugene, OR 97440

Smith and Crakes
P.O. Box 489
Eugene, OR 97440

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

**NOTED ON CARD**
7-22-86 ac

**CABRERA CONSTRUCTION INC.**
3430 W. 11th, Eugene, OR 97402

July 8, 1986

Commission Services
121 Transportation Bldg.
Salem, OR 97310
ATTN: Bob Gromson

RE: OSHD Contract #10093 McVay Hwy @ 30th
Request for aid, in demanding payment.

Dear Sir,

This letter is a request for you assistance in collecting monies in regards to the above named project.

We have a subcontract with Clarke Electric, of Eugene, OR on this project, and have been requesting payment for some time now without cooperation on their behalf. We have been in contact with Paula of Clarke Electric, on the phone, and she has assured us that we would be receiving payment soon but we have not yet received monies due us on the work performed. Enclosed, please find a letter dated June 23, 1986, which is a breakdown of the amount due us and the payments we have thus far received from Clarke Electric. This shows the amount still due us, $1,739.07.

The last payment we received from Clarke Electric was in April, copy enclosed of stub for check #22052. At that time they deducted $720.00 in liquid damages assessed on them by the State for not submitting their billing, for a sign we installed, in a timely manner. We are not responsible for the damages as the sign was installed before the final date of the contracted time allowed. Enclosed is a letter from Gaynetco, the sign manufacturer, stating the sign was delivered 2/7/86, to Michelle of the Department of Transportation. This sign was installed by our company on 2/10/86.

We would appreciate any assistance or information you may be able to offer us, in regards to dealing with this situation.

RECEIVED
JUL 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Alfonso V. Cabrera

Alfonso V. Cabrera, Owner
Cabrera Construction Company

CC: File
Clarke Electric
Thomas Jones, State Highway Division
Enclosures

Road construction signs and traffic safety control • Commercial and industrial building
Bridge and concrete work • Custom cabinets, doors, and other items

10,093

**CABRERA**
**CONSTRUCTION INC.**

3430 W. 11th, Eugene, OR 97402

June 23, 1986

#10,093

Clarke Electric
450 W. 5th
Eugene, OR 97402

no resp. to this rec. letter - see letter of 7/8/86 filing claim

RE: 30th & McVay Hwy.

Dear Sirs/Ladies,

In reviewing our records, we show a balance due from our subcontract with you on the above named contract.

For your convenience, here is a breakdown of amounts due and payments we have received from you, in regards to this project.

| ITEM # | AMOUNTS DUE | PAYMENTS RECEIVED |
|---|---|---|
| 2 | $ 1,450.00 | $ 1,377.50 |
| 3 | 1,711.00 | 1,711.00 |
| 4 | 140.00 | 140.00 |
| 16 | 350.00 | 350.00 |
| 17 | 301.00 | 301.00 |
| 20 | 90.00 | 72.00 |
| 19 | 1,581.69 | 0.00 |
| | $ 5,623.69 | $ 3,951.50 |

| | |
|---|---|
| Amount due : | $ 5,623.69 |
| Less Pmts. Received: | 3,951.50 |
| | $ 1,672.19 |
| 2% Interest X 2 mos. | 66.88 |
| | $ 1,739.07 |

Enclosed please find a copy of our contract with you, which does not contain a Punitive Damage Clause. As we have stated to your company, we should not be responsible for the $720.00 punitive damage assessed on your company. Enclosed find a billing from Gaynecto with a note regarding date, The Type C sign was delivered to job site, on 2/7/86 to Michelle of OSHD. This sign was installed on 2/10/86. In conversation with the State Highway Division we learned that you didn't submit your billing to the state in

**CABRERA**
**CONSTRUCTION INC.**
3430 W. 11th, Eugene, OR 97402

a timely manner and that's when the damages were assessed to your company. This late filing by you should not be reflected on us.

Your prompt attention and payment in this matter will be greatly appreciated.

Sincerely,

Alfonso V. Cabrera

Alfonso V. Cabrera, Owner
Cabrera Construction Company

CC:File
State Highway Division
Thomas Jones
Bob Gromson, Commision Services ✓

RECEIVED
JUN [illegible] 1986
COMMISSION SERVICES
[illegible]

Road construction signs and traffic safety control • Commercial and industrial building
Bridge and concrete work • Custom cabinets, doors, and other items

# Sub-Contract Agreement

THIS AGREEMENT, made this 14th day of August A.D. 1985, by and between Clarke Electric, Inc. hereinafter called the Contractor, and Romero/Cabrera Sign Construction Co. hereinafter called the Sub-contractor.

For the consideration hereinafter named, the said Sub-contractor covenants and agrees with said Contractor, as follows:

FIRST. The Sub-contractor agrees to furnish all material and perform all work necessary to complete the Bid Items# 2,3,4,16,17,19,20,21,22 of Project # 10093 of the Department of Transportation - McVay Highway at 30th ( Eugene )
Purchase Order #1259-2219 is incorporated in this contract and will be referred to as Attachment 'A'. Certified payrolls and monthly utilization reports are required. All work performed and material supplied to be as per the plans and specifictions.

for the above named structure, according to the plans and specifications (details thereof to be furnished as needed) of Oregon Department of Transportation Architect, and to the full satisfaction of said Architect.

SECOND. The Sub-contractor agrees to promptly begin said work as soon as notified by said Contractor, and to complete the work as follows: Installation as per bid Item:
#2 Temporary Protection $ 1,450.00 Lump Sum #20 Type C Signs in Place 20Sq ft @
#3 Temporary Signs 246 sq ft. @ $ 7.25 sq ft $ 9.00 sq ft.
#4 Temporary Barricades 2 ea @ $ 70.00 ea #21 Type "F" Signs in place 4 sqft @ → 4.00
#16 Removal of Existing sign installations $ 350.00 Lump Sum $ 13.00 sq ft.
#17 Wood Sign Posts $ 301.00 Lump Sum #22 Type "G" Signs in place 2sqft
#19 Type "AA" Signs in Place 70 sq ft @ $ 21.00 sq ft. @ $ 16.00 sq. ft.

THIRD. The Sub-contractor shall take out and pay for Workmen's Compensation and Public Liability Insurance, also Property Damage and all other necessary insurance, as required by the Owner, Contractor or by the State in which this work is performed.

FOURTH. The Sub-contractor shall pay all Sales Taxes, Old Age Benefit and Unemployment Compensation Taxes upon the material and labor furnished under this contract, as required by the United States Government and the State in which this work is performed.

FIFTH. No extra work or changes under this contract will be recognized or paid for, unless agreed to in writing before the work is done or the changes made.

SIXTH. This contract shall not be assigned by the Sub-contractor without first obtaining permission in writing from the Contractor.

IN CONSIDERATION WHEREOF, the said Contractor agrees that he will pay to the said Sub-contractor, in progress payments, the sum of five thousand seven hundred fifty eight dollars and fifty cents ( $ 5,758.50 ) Dollars for said materials and work, said amount to be paid as follows: ninety five per cent ( 95 %) of all labor and material which has been placed in position by said Sub-contractor, to be paid on or about the 10th*** of the following month, except the final payment, which the said Contractor shall pay to the said Sub-contractor within 5 days after the Sub-contractor shall have completed his work to the full satisfaction of the said Architect or Owner. *** Payment will be made from State Highway Pay Estimate for month.

The Contractor and the Sub-contractor for themselves, their successors, executors, administrators and assigns, hereby agree to the full performance of the covenants of this agreement.

IN WITNESS WHEREOF, they have executed this agreement the day and date written above.

Witness:

Romero/Cabrera Sign Construction Co.
Sub-Contractor
By

Clarke Electric, Inc.
Contractor
By

FORM 133

FRANK R. WALKER CO. PUBLISHERS CHICAGO

gaynetco

May 5, 1986

Alphonso Cabrera
Cabrera Construction
865 Conger Street #14
Eugene, OR 97405

Dear Alphonso,

Enclosed is the invoice for Sign #6 at McVey. Somehow we missed getting this off to you.

Also enclosed is a copy of the sign certification showing that the modified arrow was delivered to Michelle at the jobsite on 2/7/86. I delivered this personally on my way to Roseburg.

If I can be of any further assistance, please do not hesitate to call.

Sincerely,

GAYNETCO, Inc.

Gaynet E. Melsheimer
President

GEM:cem

10416 N.E. MARX (503) 256-9711 PORTLAND, OREGON 97220

RECEIVED
JUN 2[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

******* INVOICE *******

**GAYNETCO INC.**
10416 N.E. MARX
PORTLAND, OREGON 97220

INVOICE NO. : E6-359
INVOICE DATE : 5/5/86

SOLD TO
Cabrera Construction
865 Conger Street #14
Eugene, OR 97405

SHIP TO
OSHD #10093
McVey Hwy

YOUR ORDER NO.: P.O. #6355
ORDER DATE :
DATE SHIPPED : 1/31/86

TERMS : Net 30
DUE DATE:
SHIP VIA : Will Call

| ITEM # | QTY | DESCRIPTION | PRICE | UNIT | TOTAL |
|---|---|---|---|---|---|
| 1. | 38.25 | Sign #6<br>Type "AA" Sign | 16.57 | sf | 633.80 |

SUBTOTAL : $ 633.80

FREIGHT TAX SERV.CHG.

TOTAL DUE: $ 633.80

RECEIVED
JUN [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

gaynetco

Date 1/30/86

Sold To: Cabrera Construction
865 Conger St. #14
Eugene, OR 97402

Project: Contract # 10093
Job: Hawthorne St.
Prime: Oregon State Highway/Clark Electric

DESCRIPTION

Dy delivered to Richelle on 2/7/86 · OSHD

| | | |
|---|---|---|
| 1 - Type "AA" sign #6 | 38 sq.ft. | |
| 1 - Type "M" Shield | 2 sq.ft. | |
| ~~1 - Modified Type "C"~~ | ~~10 sq.ft.~~ | Sign NOT available CM 1/31/86 |

Materials inspected and approved on Lab. #85-23294, 84-19346, 84-18747, 85-5659, 85-0412, 85-22132 and 85-24952

~~2~~3 - 4x6x16 treated wood posts
~~1~~ - 4x6x12 treated wood posts No 12' treated available

Posts inspected and approved on Lab. #I-06425, 85,0161, I-06426, I-09753 & I-10412,

We hereby certify that all materials, fabrication and design meet the specifications as set forth in the 1984 edition of the Standard Specifications for Highway Construction.

By Gayne E. Mel
Gayne E. Melsheimer, President

CC: Don Wackerbarth
Files

PLEASE NOTE NEW ADDRESS & PHONE

[redacted]
10416 N.E. MARX

[redacted]
(503) 256-9711

PORTLAND, OREGON [redacted]
97220

RECEIVED
JUN 20 1986
COMMISSION SERVICES
[illegible]

CLARKE ELECTRIC,
450 W. 5th AVE. O. BOX 10326 • EUGENE, OREGON

VENDOR NO

DATE 4/2/86

CHECK NO. 22052

| INVOICE NO. | INVOICE DATE | DESCRIPTION | GROSS AMOUNT | DISCOUNT/ADJUSTMENT | PAYMENT AMOUNT |
|---|---|---|---|---|---|
| #2 | | 95% comp | 1377.50 | | [illegible] ext to be processed after [illegible] sign installed. |
| 3 | | | 1711.00 | | |
| 4 | | | 140.00 | | |
| 16 | | | 350.00 | | |
| 17 | | | 301.00 | | |
| 20 | | | 72.00 | | |
| | | 5% retainage<br>previous pymts<br>liq damages<br>assessed | | 197.50<br>2524.24<br>720.00 | |

RECEIVED
JUL 14 1986
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

10.045 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-116(1)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40107
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -6 '86
REFER TO
Potter
FOR
Info | Invc | R/D

7. DATE AUTHORIZATION EFFECTIVE April 25, 1986
8. FEDERAL ROUTE NUMBER Secondary 116
9. STATE ROUTE NUMBER Secondary 225
10. GENERAL LOCATION:

Mc Vay Highway - 30th Ave. Section

11. GENERAL DESCRIPTION OF WORK

Install additional detector loops

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/25/86 as requested in Mr. Fredrickson's letter of 5/28/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $1,300;
Federal Funds $1,170.

14. DATE 6/4/86
15. SIGNATURE OF APPROVING OFFICIAL G.K. H
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10-13 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-116(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40107

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -6 '86
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE April 22, 1986

8. FEDERAL ROUTE NUMBER Secondary 116

9. STATE ROUTE NUMBER Secondary 225

10. GENERAL LOCATION:

Mc Vay Highway - 30th Ave. Section

11. GENERAL DESCRIPTION OF WORK

Landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/22/86 as requested in Mr. Fredrickson's letter of 5/28/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $1,000; Federal Funds $900.

14. DATE 6/4/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-116(1)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO 40107

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -6 '86
REFER TO
Potter!
FOR
Info | Invs | R/D

7. DATE AUTHORIZATION EFFECTIVE March 26, 1986
8. FEDERAL ROUTE NUMBER Secondary 116
9. STATE ROUTE NUMBER Secondary 225

10. GENERAL LOCATION:
Mc Vay Highway - 30th Ave. Section

11. GENERAL DESCRIPTION OF WORK
Permanent Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/26/86 as requested in Mr. Fredrickson's letter of 5/21/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $800;
Federal Funds $720.

14. DATE 6/4/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-116(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40107

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 18, 1986

8. FEDERAL ROUTE NUMBER Secondary 116

9. STATE ROUTE NUMBER Secondary 225

10. GENERAL LOCATION:

Mc Vay Highway at 30th Ave.

11. GENERAL DESCRIPTION OF WORK

Installation of guide signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/18/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $225;
Federal Funds $202.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,093

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
10093

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

Bruce M Walton

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-116(1)

| | |
|---|---|
| Contract | 10093, Work Completed April 22, 1986 |
| Project | McVay Highway at 30th Ave. |
| Highway | McVay |
| County | Lane |

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 4-22-86

213

G.K. Hossner
fr Dale E. Wilken
Division Administrator

NOTED
LARRY RULIEN

BMW:11

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
MAY 20 '86
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

RECEIVED
MAY 16 1986
OREGON DIVISION

734-2023 (2-85)

10

jc : OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

RECEIVED
STATE HWY ENGR
MAY 05 '86
REFER TO Fredrickson
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

*(Check appropriate box)*

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Lane | DIVISION<br>Oregon |

IN COMPANY WITH
Quinn and Hemenway; OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>4/22/86 | INSPECTION MADE BY<br>W. N. Bryant, Area Engineer | PROJECT NO.<br>HES-116(1) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>SEE BELOW | TIME ELAPSED<br>101 % | WORK COMPLETED<br>100 % |

## MC VEY HIGHWAY @ 30TH AVENUE
## MC VEY HIGHWAY
## Signal

NOTED
W. E. SCHWARTZ

Work completed under this project consisted of minor roadbed widening, aggregate base, asphalt concrete pavement and the installation of highway signs and traffic signals. A contract in the bid amount of $75,244.98 was awarded Clarke Electric Inc., Eugene, Oregon on 7/19/85. Contract work began on 9/9/85 and was completed in reasonably close conformance with the plans and specifications, including approved changes on 4/22/86 at a final estimated cost of $105,930 which includes $88,700 for bid item work, $2,130 for work completed under approved price agreements, $6,600 for State force work, $1,800 credit for liquidated damages and $10,300 for construction engineering.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with approved procedures and found to be in reasonably close conformance with the specification requirements. A total of 195 calendar days were used in completing the work as compared to the 180 calendar days specified. Liquidated damages in the amount of $1,800 were assessed accordingly.

There is a possible claim in the amount of $500 pending, covering the cost of furnishing and installing vertical mounting brackets for several signs. The contractor's verbal claim has so far been denied.

Based on the results of the inspection, final acceptance of the contract work is recommended.

- WNB -

3

Form FHWA-1446A

jc

N

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-116(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40107

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 4, 1985

8. FEDERAL ROUTE NUMBER Secondary 116

9. STATE ROUTE NUMBER Secondary 225

10. GENERAL LOCATION: McVay Highway at 30th Avenue

11. GENERAL DESCRIPTION OF WORK Remove State owned signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11-4-85 as requested in Mr. Fredrickson's letter of 1-24-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $115.50; Federal Funds $103.00.

RECEIVED
STAT. HWY ENGR
FEB 12 '86
REFER TO Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

Orig to
2/13

14. DATE 2/11/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 6, 1986

In Reply Refer to
File No.:

AGENDA
FEB 18 1986
1A.2

CON 5
10,093

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
McVay Highway @ 30th Avenue Section
McVay Highway, Lane County
Contract No. 10,093

This federal-aid traffic signal installation project is nearing completion and it now appears that the final cost will exceed the project authorization by $16,200 or 17 percent.

The overrun is the result of additional excavation required to construct the project to the grade and slopes indicated on the plans, and an increase in the amount of stripe removal work required to provide adequate safety for the traveling public in the completed project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $16,200 to a new total of $111,257.88. This matter will be on the consent calendar for the February 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen ✓
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10,093

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 6, 1986

O. B. Jackmond

FROM: O. B. Jackmond
~~Contract~~ Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
McVay Highway @ 30th Avenue Section
McVay Highway, Lane County
Contract No. 10,093

This federal-aid traffic signal installation project is nearing completion and it now appears that the final cost will exceed the project authorization by $16,200 or 17 percent.

The overrun is the result of additional excavation required to construct the project to the grade and slopes indicated on the plans, and an increase in the amount of stripe removal work required to provide adequate safety for the traveling public in the completed project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $16,200. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
C. F. Hemenway
B. M. Walton
D. L. Trout

NOTED
W. E. SCHWARTZ

Pat

81-125-1387

10 [illegible]

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-116(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40107

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 1, 1985

8. FEDERAL ROUTE NUMBER Secondary 116

9. STATE ROUTE NUMBER Secondary 225

10. GENERAL LOCATION:
McVay Highway - 30th Ave. Section

11. GENERAL DESCRIPTION OF WORK
Removal of illumination poles and mast arms.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10-1-85 as requested in Mr. Fredrickson's letter of 11-26-85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved to a TEC of $1,500; Federal Funds $1,350.

RECEIVED
STATE HWY ENGR
DEC 6 '85
REFER TO Potter
FOR

Orig. to 12/6

14. DATE 12/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

# INTEROFFICE MEMO

LOC 3

TO: FILES

DATE: September 6, 1985

ES Hunter

FROM: E. S. Hunter
Acting State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 11, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened July 11, 1985 on the following projects:

1. Powder River (Miles) Bridge
   Medical Springs Highway
   Baker County
   Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Unity Reservoir Guardrail
   Dooley Mountain Highway
   Baker County
   Misc. Highway Appurtenances

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arendt Road Slough Bridge
   Arndt County Road
   Clackamas County
   Earthwork, Drainage, Structures

   Same as No. 1.

4. "A" Street-Nix Drive (Hood River)
   Hood River Highway
   Hood River County
   Sidewalks

   Sidewalks to be constructed for pedestrian traffic.

Contains Recycled Materials

5. Tiller-Trail Highway Slide at M.P. 45
Tiller-Trail Highway
Jackson County
Earthwork and Drainage

Same as No. 1.

6. McVay Highway at 30th Avenue Intersection
McVay Highway
Lane County
Paving, Signs, Signals

Pedestrian signals will be provided for pedestrian and bicycle traffic.

7. Poodle Creek-Knight Road (Unit 2)
Florence-Eugene Highway
Lane County
Grading and Paving

Bikeway project. Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

8. SPTC X'ing at 19th Avenue
County Maintenance Road No. 1822
Lane County
Earthwork and Drainage

Same as No. 1.

9. Tumalt, Tanner, Gorton, Harphan and Viento Creeks
Structure Restoration
Columbia River Highway
Multnomah and Hood River Counties
Bridge Restoration

Same as No. 1.

10. Airport Terminal Access
McMinnville Airport
Yamhill County
Sidewalks, Earthwork and Drainage

Sidewalks to be constructed for pedestrian traffic.

ESH:BCE:ja

cc D. G. Talbot
L. E. George
Bob Pool

10,093

August 28, 1985

CON 5

#10,093

Clarke Electric, Inc.
450 West Fifth
Eugene, OR 97440

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,093 for signing and traffic signals at the Intersection of McVay Avenue and 30th Avenue in Lane County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Fireman's Fund Insurance Company
Fidelity and Surety Dept.
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

Smith and Crakes, Inc.
P. O. Box 489
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene
L. E. George

**Clarke Electric, Inc.**

450 West 5th Avenue P.O. Box 10326 Eugene, OR 97440 (503) 342-7788

July 14, 1985

Oregon Department of Transportation
121 Transportation Bldg.
Salem, Or 97310

Attn: Robert Gormsen

Re: Contract for McVay Hwy @ 30th Ave., Lane County

Dear Mr. Gormsen,

The following is a breakdown of the subbids provided by our minority and women owned businesses on this project.

ROMERO/CABRERA SIGN CONSTRUCTION:

| | | | |
|---|---|---|---|
| Bid Item 2 | Lump Sum Temporary Protection | $ 1,450.00 | |
| Bid Item 3 | 246 sq feet Temporary Signs<br>$ 7.25 X 245 sq ft. | $ 1,783.50 | |
| Bid Item 4 | Temporary Barricades<br>$ 70.00 X2 | $ 140.00 | |
| Bid Item 16 | Removal of existing signs - L.S. | $ 350.00 | |
| Bid Item 17 | Wood Sign Posts - L.S. | $ 301.00 | |
| Bid Item 19 | Type "AA" Signs<br>$ 21.00 X 70 | $ 1,470.00 | |
| Bid Item 20 | Type "C" Signs<br>$ 9.00 X 20 | $ 180.00 | |
| Bid Item 21 | Type "F" Signs<br>$ 13.00 x 4 | $ 52.00 | |
| Bid Item 22 | Type "G" Signs<br>$ 16.00 x 2 | $ 32.00 | |
| | TOTAL | | $ 5,758.50 |

ARROW BORTHERS CORP:

| | | | |
|---|---|---|---|
| Bid Item 10 | Guardrail Type 1<br>$ 12.00 X 25 | $ 300.00 | |
| Bid Item 11 | Guardrail Type 2A<br>$ 18.00 X 400 | $ 7,200.00 | |
| Bid Item 12 | Guardrail Anchor Type 1<br>$ 350.00 X 4 | $ 1,400.00 | |
| Bid Item 13 | Guardrail Anchor Type 1 modified<br>$ 300.00 X 2 | $ 600.00 | |
| Bid Item 14 | Guardrail End Pcs, Type B<br>$ 45.00 X 3 | $ 135.00 | |
| Bid Item 15 | Guardrail End PCs, Type C<br>$ 85.00 X 4 | $ 340.00 | |
| | TOTAL | | $ 9,975.00 |

July 14, 1985 continued

COLUMBIA CONCRETE:

Bid Item 23 cut, blow & seal for traffic signal loops $ 1,730.00

If I can answer any further questions, please do not hesitate to call.

Sincerely,

CLARKE ELECTRIC, INC.

Nancy Anne Cathey

Nancy Anne Cathey
Vice President

RECEIVED
JUL 17 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cl Thomas Jones

**Clarke Electric, Inc.**

450 West 5th Avenue P.O. Box 10326 Eugene, OR 97440 (503) 342-7788

July 11, 1985

Oregon Department of Transportation
121 Transportation Bldg.
Salem, Or 97310

Attn: Robert Gormsen

Re: Contract for McVay Hwy @ 30th Ave., Lane County

Dear Mr. Gormsen,

It is our intention if awarded this contract to issue purchase orders to the following DBE/WBE Businesses:

| | |
|---|---|
| ROMERO/CABRERA Sign Construction | $ 5,758.50 |
| ARROW BORTHERS CORP. | $ 9,975.00 |
| COLUMBIA CONCRETE | $ 1,730.00 |

All three companies will be providing labor and material on the project.

If I can answer any further questions, please do not hesitate to call.

Sincerely,

CLARKE ELECTRIC, INC.

Nancy Anne Cathey
Vice President

RECEIVED
JUL 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Lorraine Ellis

JC

Tra 7-6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-116(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

6208

4. PROGRAM NO.

5. ITEM NO. 40107

RECEIVED
STATE HWY ENGR
JUN 21 '85
REFER TO Potter
FOR

| Info | [illegible] | R/D | [illegible] | Sign | [illegible] | File |
|---|---|---|---|---|---|---|
| | | | | | | |

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to w/Pott 6/21

7. DATE AUTHORIZATION EFFECTIVE June 19, 1985

8. FEDERAL ROUTE NUMBER Secondary 116

9. STATE ROUTE NUMBER Secondary 225

10. GENERAL LOCATION:

McVay Highway at 30th Ave. Section

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6-14-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-18-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $95,147, Federal Funds $85,631.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/20/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible] Tia 7-6

June 19, 1985

Mr. John Goodson
Director of Public Works
Lane County
3040 North Delta Highway
Eugene, OR 97401

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No. 8257

Dear Mr. Goodson:

Attached for your files is a fully executed copy of an agreement for installation of traffic control equipment on McVay Highway at 30th Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

Date August 24, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
McVay Highway No. 225 MP 2.19

Lane County has requested a project to install traffic signals on the McVay Highway at 30th Avenue.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| State | McVay Hwy @ 30th Avenue<br>Lane County | $114,000 | $102,600 | $11,400 |

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE
Traffic Engineer

RHB/rhb
Attachments

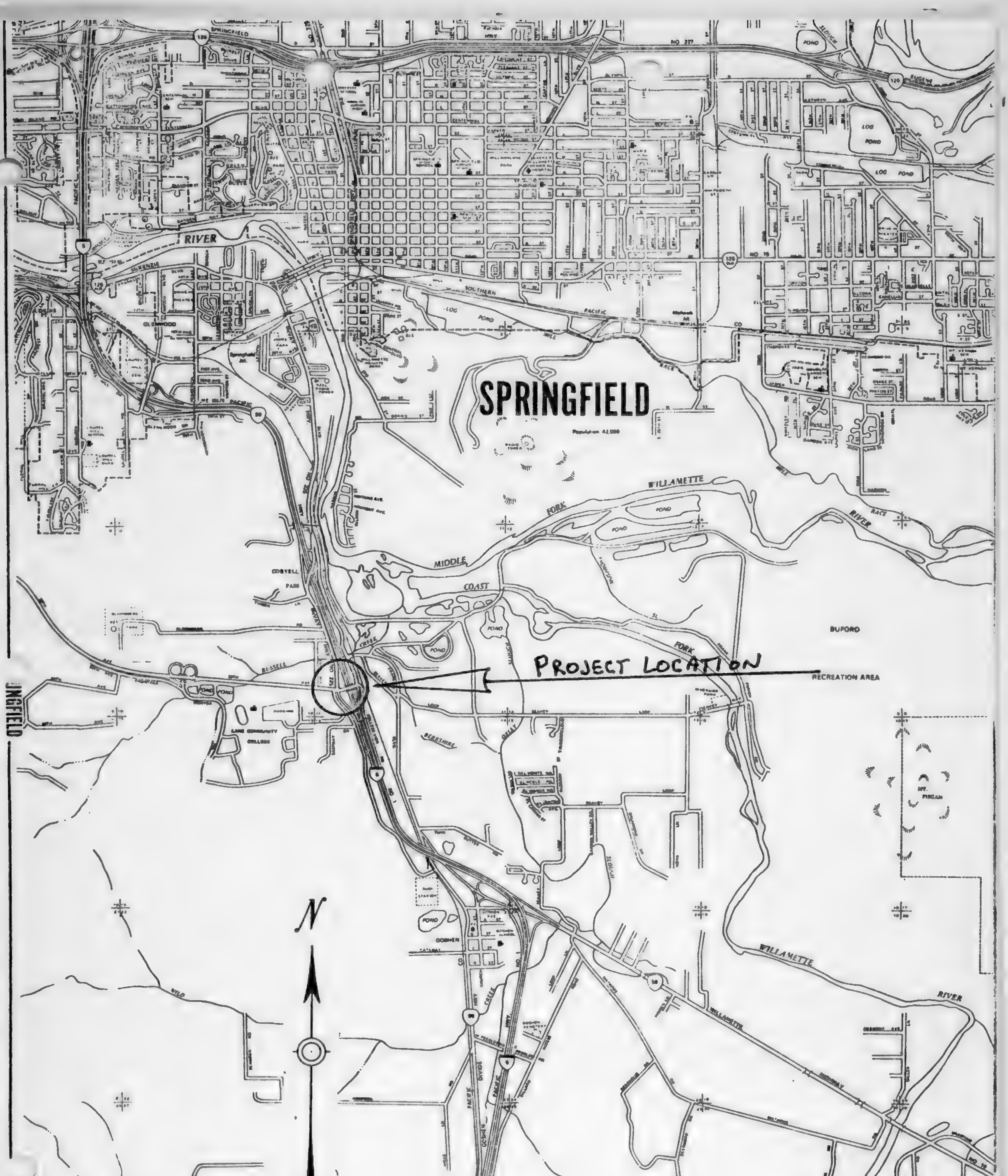
8-30
orig to Goodman
cy George
files

RECEIVED
STATE HWY ENGR
AUG 29 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

APPROVED:

H S Coulter
State Highway Engineer

DATE: 8-30-83



PROJECT LOCATION

SPRINGFIELD
RIVER
SOUTHERN PACIFIC
LOG POND
MILL RACE
WILLAMETTE
MIDDLE FORK
COAST FORK
BUFORD
RECREATION AREA
POND
WILLAMETTE RIVER
GOSHEN
LANE COMMUNITY COLLEGE
N
LANE COUNTY, OREGON
INGFIELD

T A 7-6

lane county

RECEIVED
STATE HWY ENGR
MAY 6 '85
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

NOTED
W. E. SCHWARTZ

May 1, 1985

Dr. Eldon Schafer, President
Lane Community College
4000 E. 30th Avenue
Eugene, OR 97405

6000

Dear Dr. Schafer:

The Board of County Commissioners approved this date construction of a new access road that would connect the east parking lot of the College with 30th Avenue as shown on the attached drawing. The Board has agreed to cover all of the construction costs of the access road with the condition that:

1. LCC to dedicate necessary right-of-way for the new road, extending from 30th Avenue to Eastway Drive; and that
2. LCC to agree to maintain the road upon completion of construction.

As you are aware, the County does not normally construct roads that serve single users - public or private. In fact, the only new roads that I can recall the County constructing during the past ten years have been Glenwood Blvd. and the ends of the Northwest Expressway. The Board has unanimously expressed a concern for the safety of the traveling public using the 30th/McVay intersection. From a safety/liability viewpoint, the County has the least exposure by closure of Eastway Drive requiring all college users to utilize the Gonyea Interchange. The decision to proceed with construction of the LCC Access Road was not an easy one for our Board to agree upon and I am sure you will understand the reasons for the conditions.

With respect to College maintenance of the road, the Board did agree to go with the higher cost facility, a road with a full asphalt concrete overlay as opposed to a double oil-shot surface. We anticipate that the asphalt surface should provide many years of service before any major maintenance is required.

If the College is agreeable to these conditions, we will prepare the necessary agreements and dedication documents, and forward them to you for College review and action. It is our understanding that the State Highway

CC: L.E. GEORGE.
W.E. SCHWARTZ ✓
Sent 5-3-85 [illegible]

DEPARTMENT OF PUBLIC WORKS / 3040 DELTA HIGHWAY NORTH / EUGENE, OREGON 97401

Division will proceed with implementation of the signalization project at the intersection of 30th and McVay Highway. Upon completion of the new access road, Alvey Substation Road is proposed to be closed at 30th Avenue.

The Board of Commissioners has instructed me to seek approval of the above proposal from the College and to report back to them at their meeting on May 15, 1985.

It appears that correction of the long-standing problem of the east access to the College is finally within our grasp. We hope that the College will be able to participate with the County and State in making this a reality.

I look forward to your early response. Please give me a call at 687-4222 if I can be of any assistance in reviewing the proposal project.

Sincerely,

John E. Goodson
Public Works Director

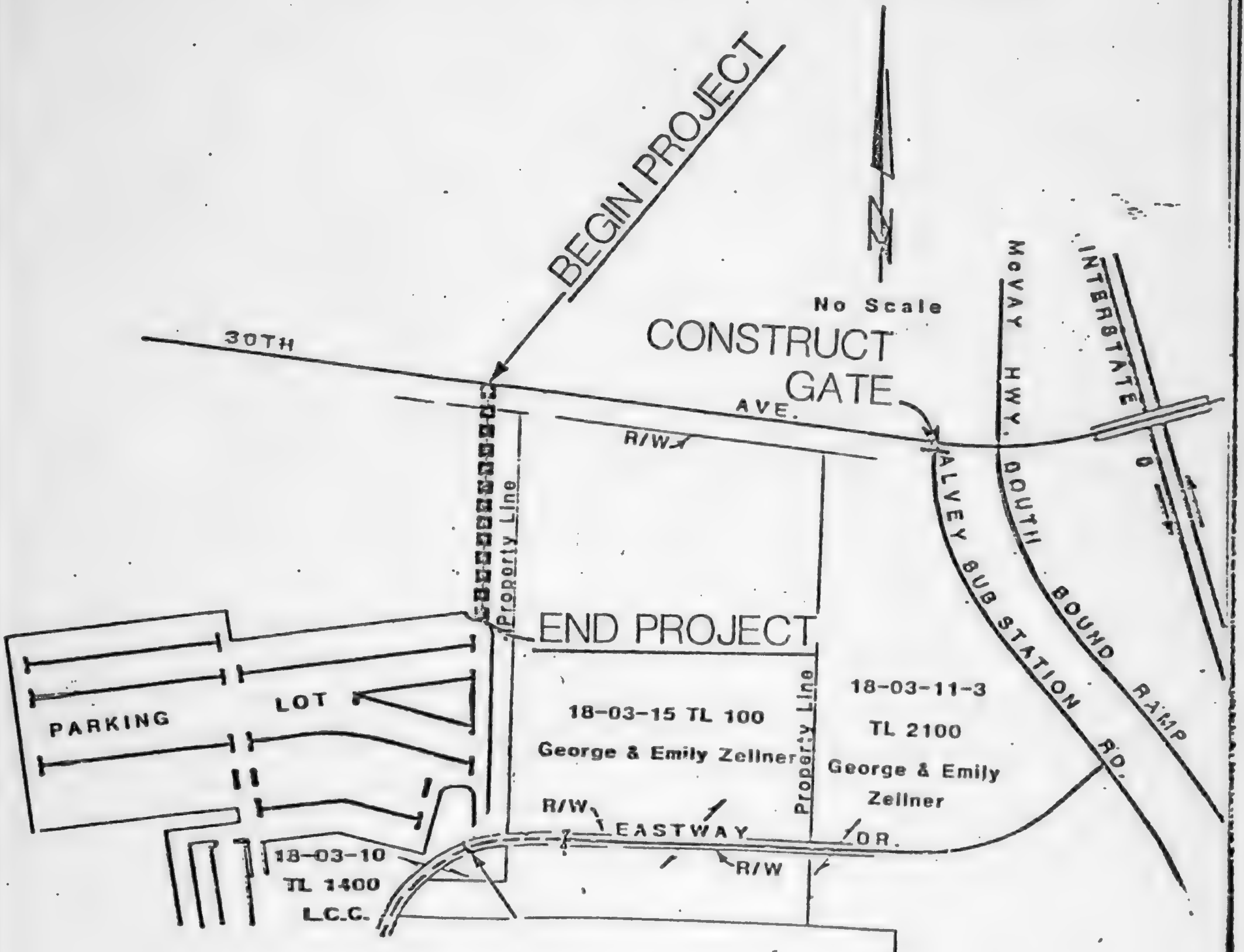
JEG:v

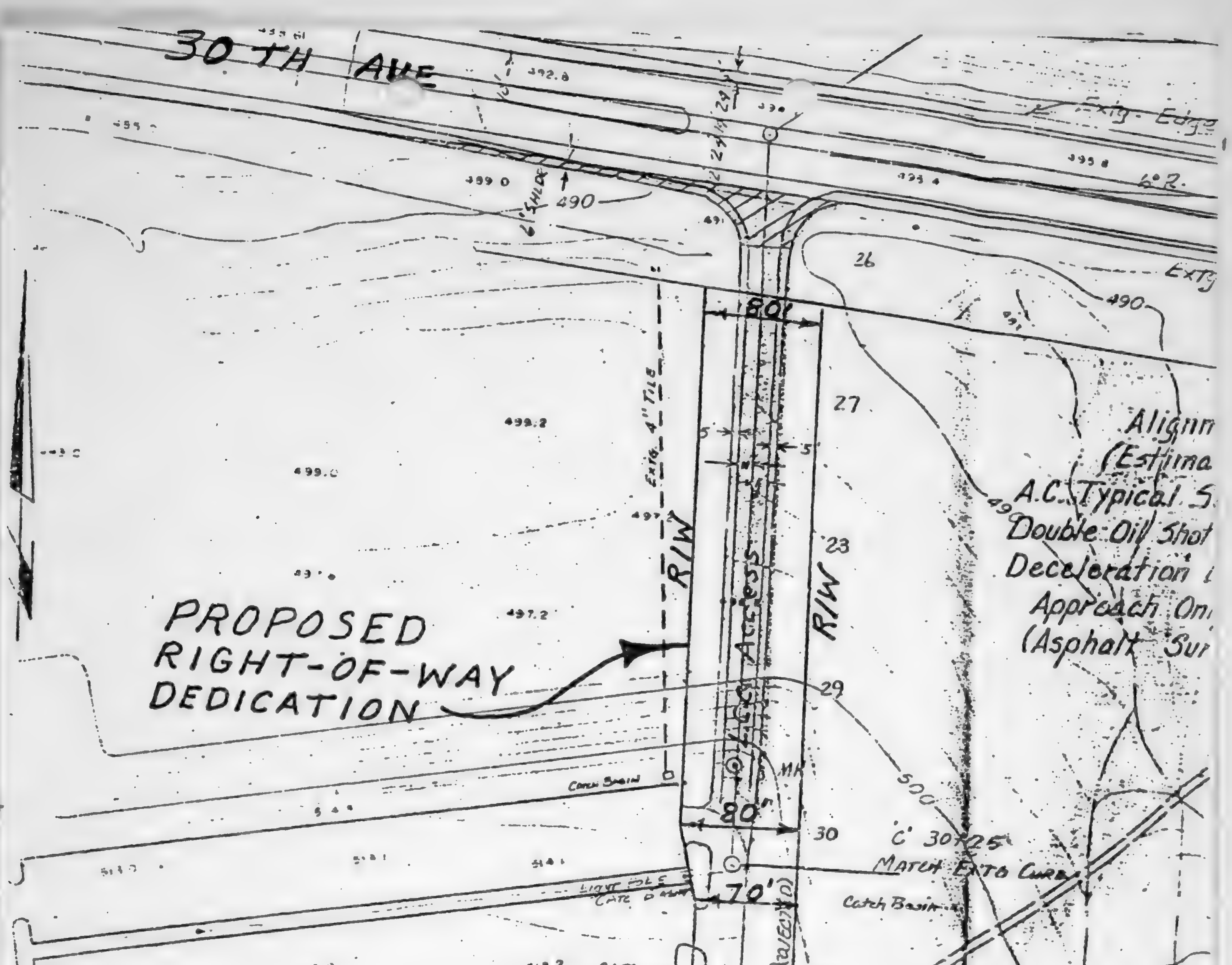
cc: ✓Jim Gix, Region 3, State Highway Division
Jim Johnson, County Administrator

Enclosure

# LANE COUNTY
# DEPARTMENT OF PUBLIC WORKS

# L.C.C. ACCESS ROAD


BEGIN PROJECT
N
No Scale
CONSTRUCT GATE
30TH AVE.
R/W
McVAY HWY.
INTERSTATE 5
ALVEY SUB STATION RD.
SOUTH BOUND RAMP
Property Line
END PROJECT
PARKING LOT
18-03-15 TL 100
George & Emily Zellner
Property Line
18-03-11-3
TL 2100
George & Emily Zellner
R/W
EASTWAY DR.
R/W
18-03-10
TL 1400
L.C.C.
LANE COMMUNITY COLLEGE
18-03-14 TL 2501
Woodridge Farm Limited
P.O. Box 10562
Eugene, Oregon


30 TH AVE
Exig. Edge
Exig
490
490
6' SHLDR
24' 24'
80'
5'
5'
Exig. 4" TILE
R/W
R/W
L.C.C. Access
PROPOSED
RIGHT-OF-WAY
DEDICATION
Alignm
(Estima
A.C. Typical S
Double Oil Shot
Deceleration
Approach On
(Asphalt Sur
26
27
23
29
30
31
32
33
500
MH
80'
70'
70'
C' 30+25
MATCH EXTG CURB
Catch Basin
Catch Basin
LIGHT POLE
CATC BASIN
CATC BASIN
Light Pole
CATCH BASIN
LIGHT POLE
CATCH BASIN
PROPERTY LINE (PROJECTED)
Outlet 18" CCP
BR
530
EASTWAY DRIVE
499.0
499.2
499.0
497.2
513.0
518.1
514.1
519.0
519.2
521.8
525.0
520.1
525.2
525.2
526.8
528.6
530.4
531.0
530.8

L.C.C. ACCESS ROAD
1" = 100' Scale
5-2-85

ROAD DESIGN-HIGHWAY DES 16

James J. Gix
Region 3 Engineer

November 13, 1984

Richard A. Kuehn
Preliminary Design Engineer

McVay Highway @ 30th Ave.
McVay Highway (#225)
Lane County

We have analyzed the two alternative revisions to subject intersection as proposed by Lane County in Mr. Goodson's letter of April 18, 1984 and find neither alternative acceptable.

Both alternatives would relocate the freeway entrance ramp so that entry to it would be from an access road to the college rather than from the interchange crossroad as at present. Signing and traffic control for the multiple intersections would be a problem, particularly for the left turn move to enter the freeway ramp. The freeway ramp would be relocated southerly far enough to require total reconstruction, including the acceleration lane on the freeway.

Attached is a photo on which we have sketched two alternates we feel would be acceptable. Alternate "A" would sever the Community College access from the existing frontage road and relocate it to be a direct access to 30th Avenue from the College parking lot. This would create a new intersection approximately 800' westerly of the existing intersection. The existing frontage road would be left in its present location to serve its originally intended area. That area is zoned agricultural, except for the BPA substation, and County planners have had no requests to change the zoning. Traffic volumes on the frontage road should remain small under Alternate "A".

Alternate "B" would move the frontage road intersection with 30th Avenue to a point approximately 500' westerly of the ramp intersection. All current users of the frontage road would continue to be served by it.

Alternate "B" would provide a considerably more circuitous path for Community College traffic than would Alternate "A", but it would satisfy Lane County's desire for no new intersections on 30th Avenue since it is merely a relocation of an existing intersection.

RECEIVED
NOV 19 1984
ROAD DESIGN SECTION

Versteeg
Andersen
Adams
Macnab
Edwards ✓
2 Turpin
Trout
Wakerlig

1 Duane
Do Not File ☐
Return To
Bring Up / /
Action

Alternate "A" is estimated to cost $200,000, including $20,000 for R/W, and Alternate "B" is estimated to cost $250,000, including $20,000 for R/W.

I recommend Alternate "A" as the preferred plan. It provides the most direct access to the Community College by moving the conflicts and confusion of turning movements, etc. well away from the interchange area and allows the interchange to function in its originally intended manner.

RK:TE:mg

Attach (2)

cc: J. H. Versteeg w/attach.
Tom Edwards w/attach.
Kipp Osborn w/attach.

lane county

April 18, 1984

Oregon State Highway Division
Department of Transportation
P. O. Box 1128
Roseburg, OR 97470

Attention: Mr. James J. Gix

Subject: 30th Avenue at McVay Highway

Dear Mr. Gix:

Please refer to our meeting at Lane Community College on April 12, 1984. Before asking for approval for any particular project, we would like to be sure that some plausible alternatives have been examined.

Without going into any detailed evaluation, it appears to us that the alternatives attached should be evaluated. Both of these variations achieve the following desirable goals:

1. No new intersections are needed on 30th Street
2. A simple 4-legged intersection replaces the existing jog intersection where McVay and the I-5 onramp intersect 30th Avenue.
3. One signal will control the traffic, while two signals would eventually be needed if a new access from 30th Avenue to Lane Community College were built.

The attached sketches are conceptual only. We have not determined the number of approach lanes, intersection spacings, storage lengths, or other design details.

Because we feel the proposed alternatives would serve the needs of all users for at least ten years, without additional access points to 30th Avenue, we request that you consider them. If you wish, our staff can participate in the analysis of the alternatives.

Very truly yours,

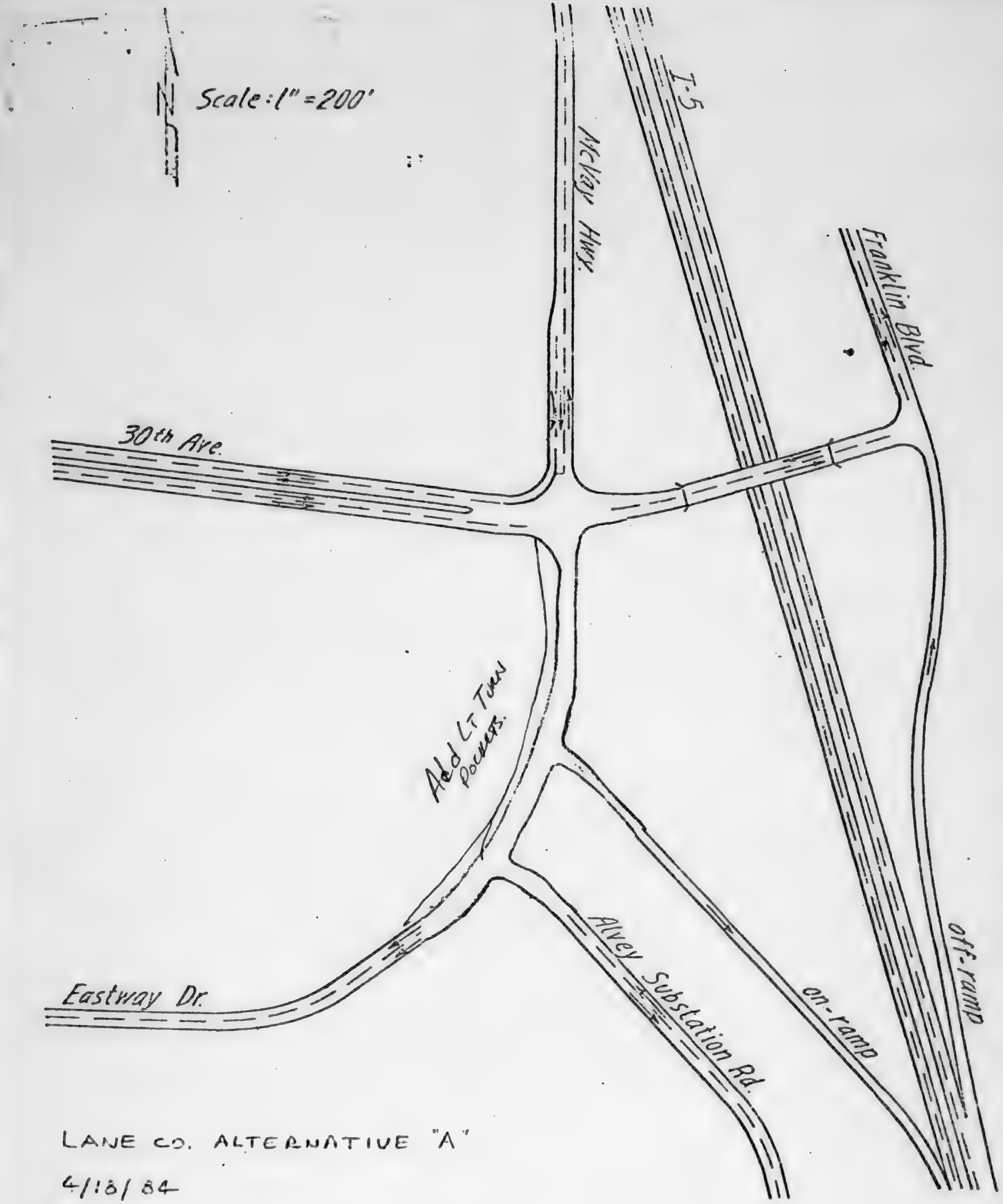
John E. Goodson, Director

Attachments

cc: Paul Colvin

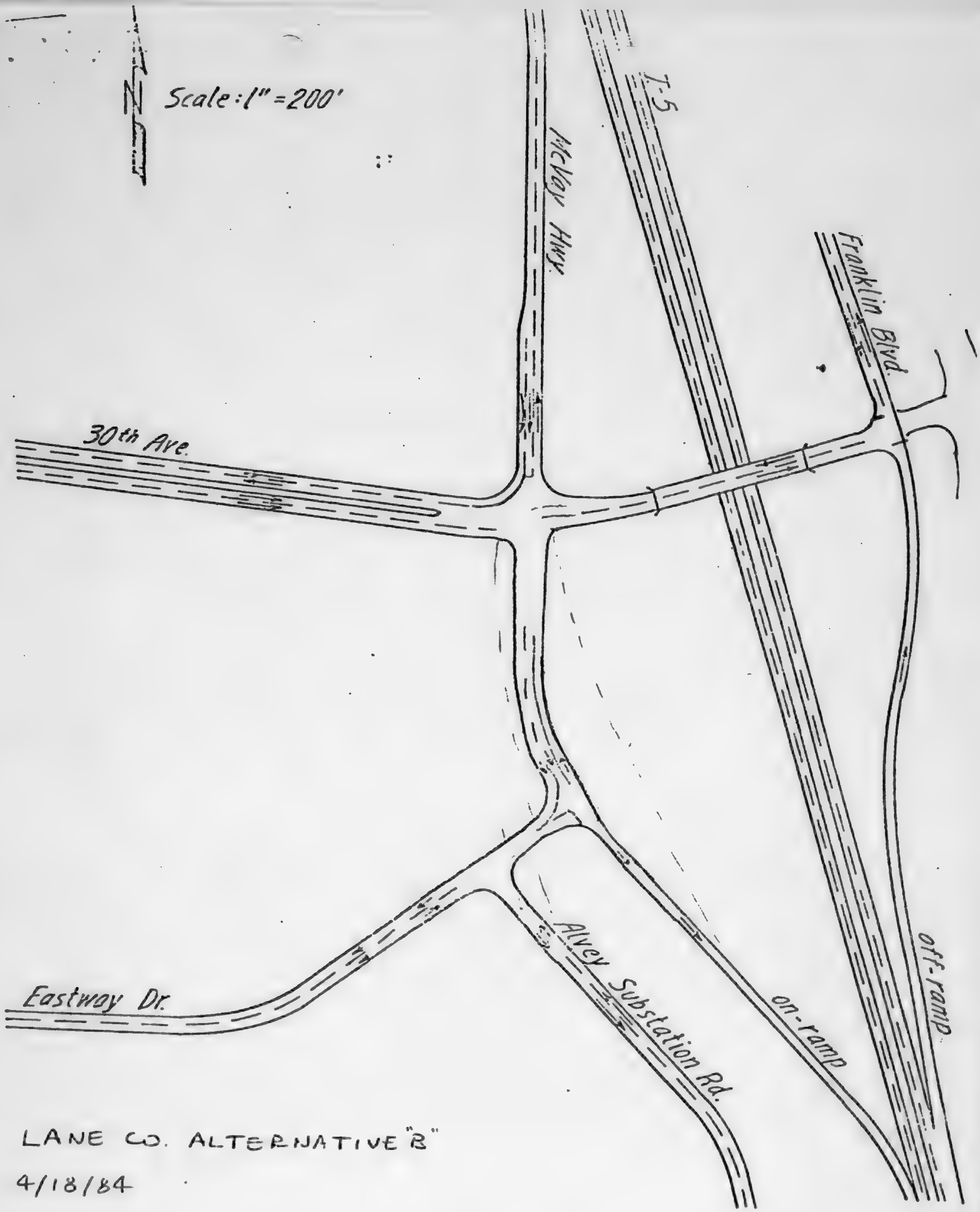
RVS:JEG:goc

ROSEBURG REGION
RECEIVED
[illegible] 1984
FAS RSR
SEC 4A

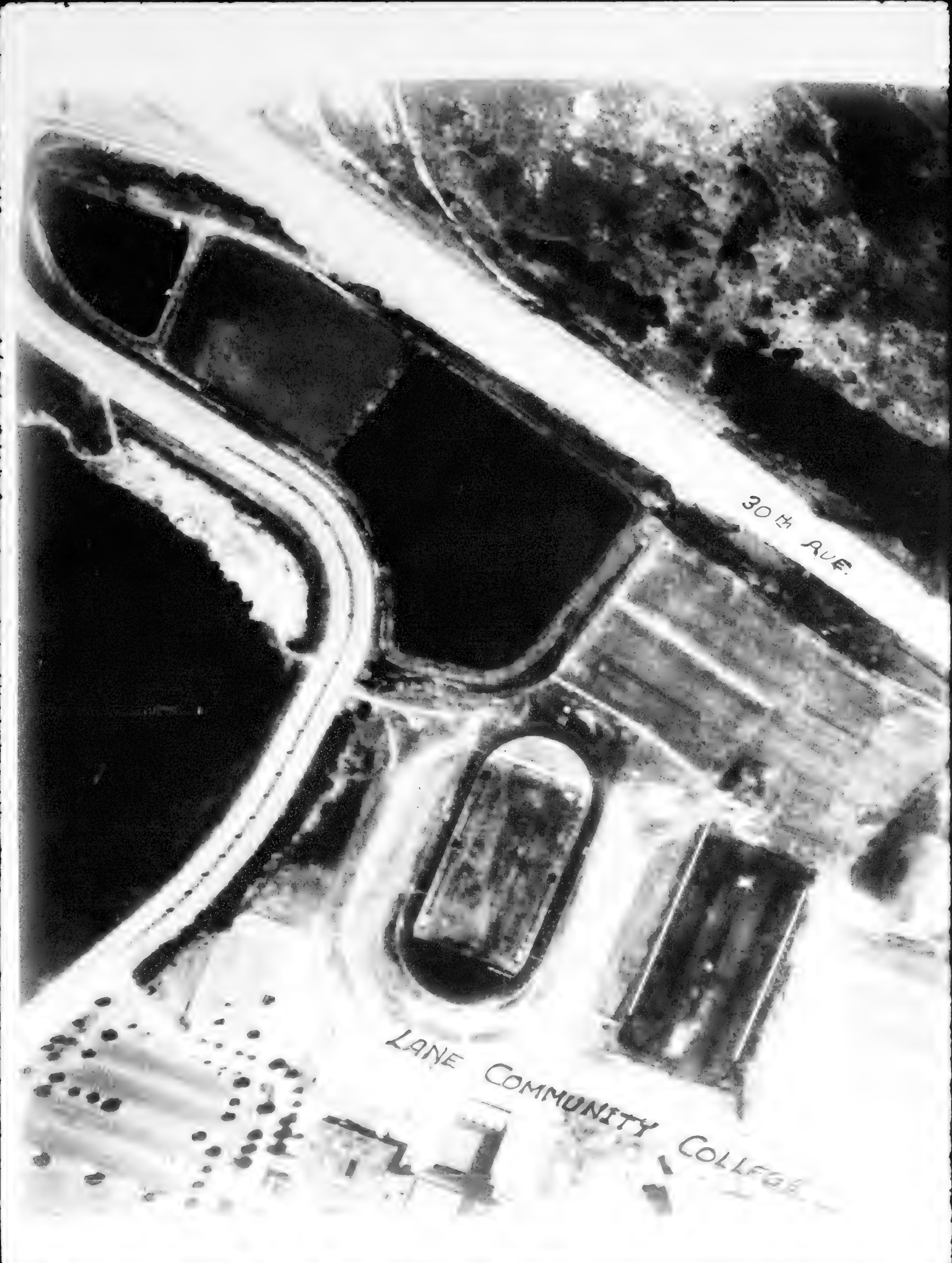

Scale: 1" = 200'
McVay Hwy.
I-5
Franklin Blvd.
30th Ave.
Add Lt Turn Pockets.
Eastway Dr.
Alvey Substation Rd.
on-ramp
off-ramp

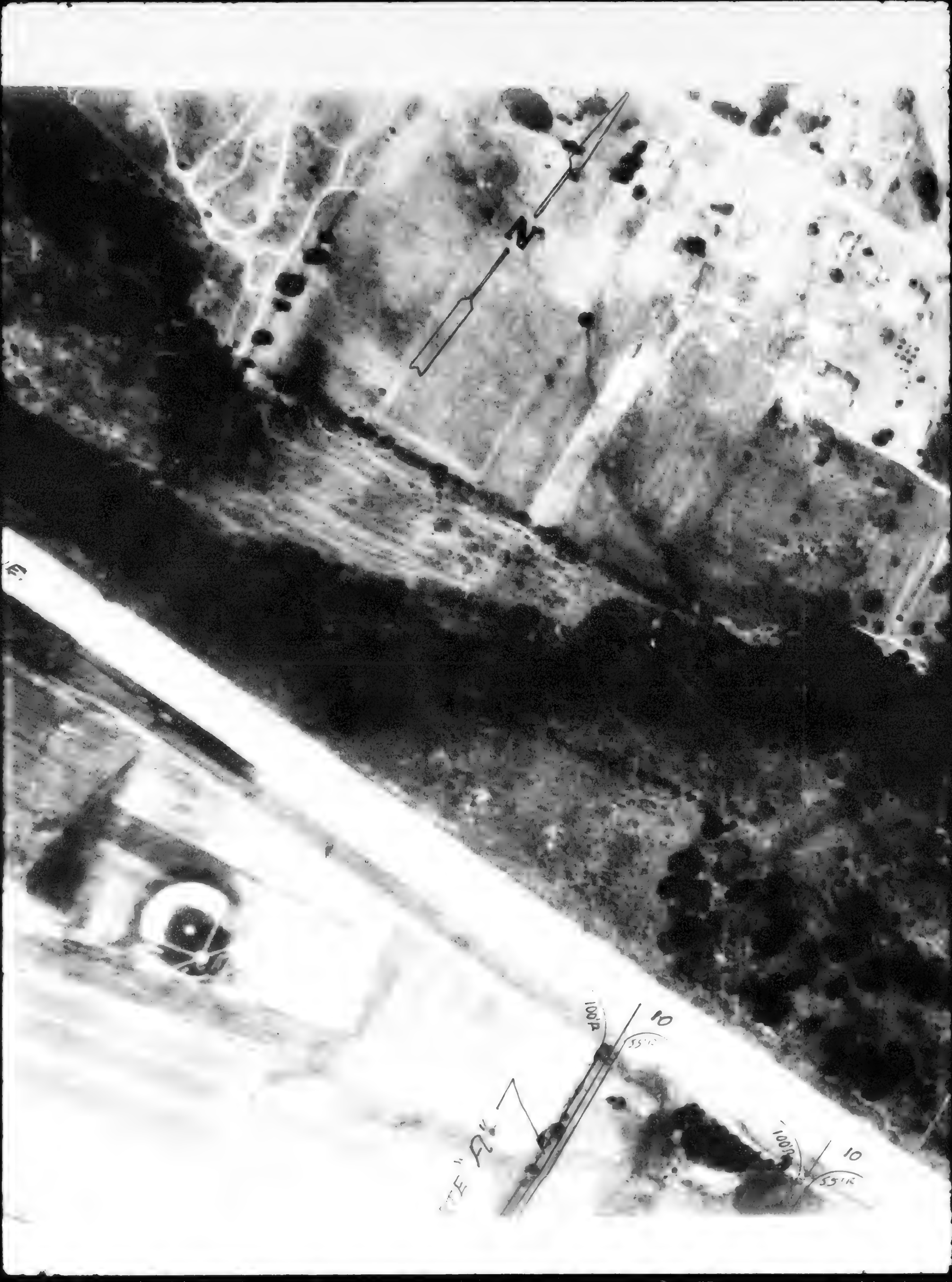
LANE CO. ALTERNATIVE "A"

4/18/84

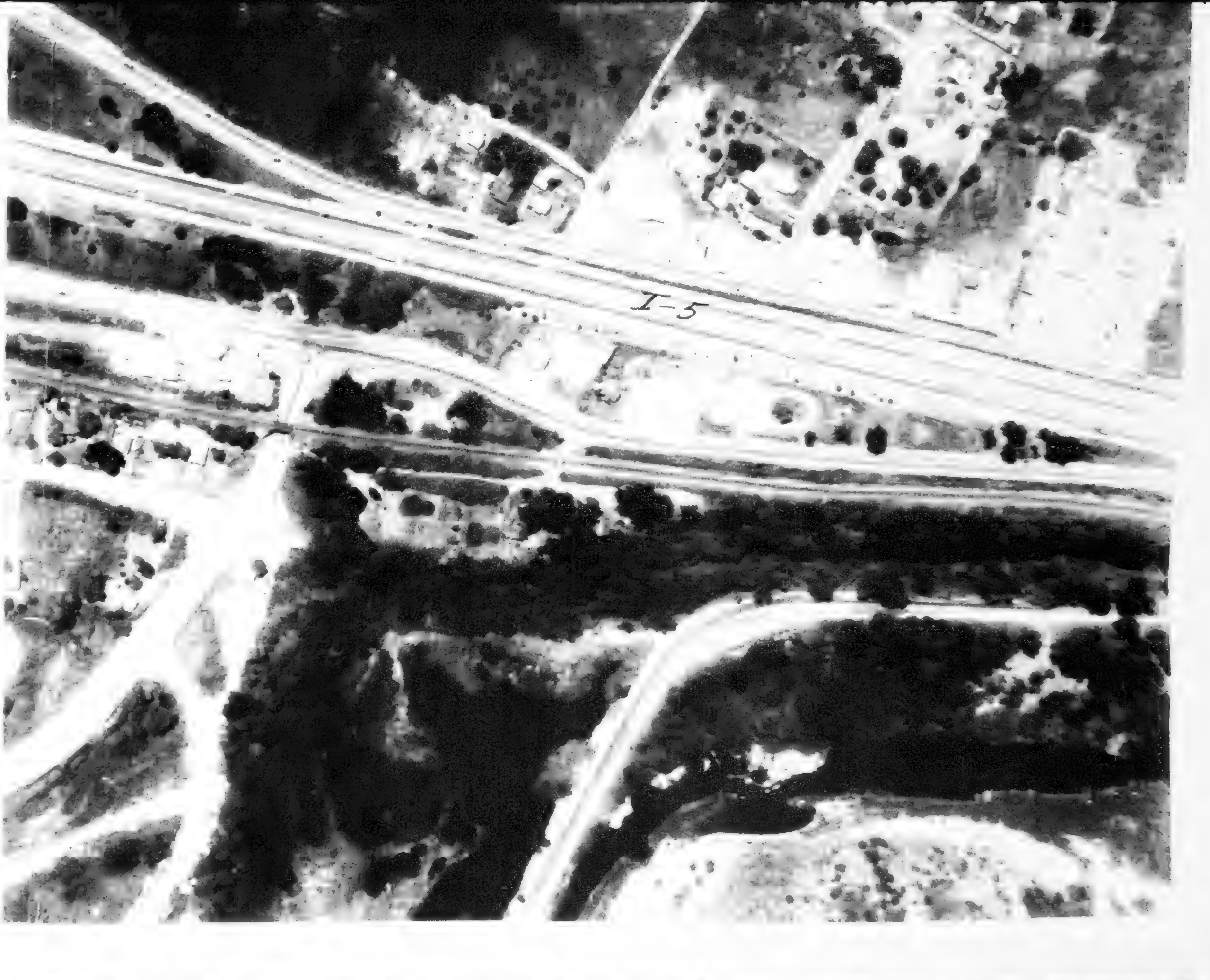

N
Scale: 1" = 200'
McVay Hwy.
I-5
Franklin Blvd.
30th Ave.
Eastway Dr.
Alvey Substation Rd.
on-ramp
off-ramp

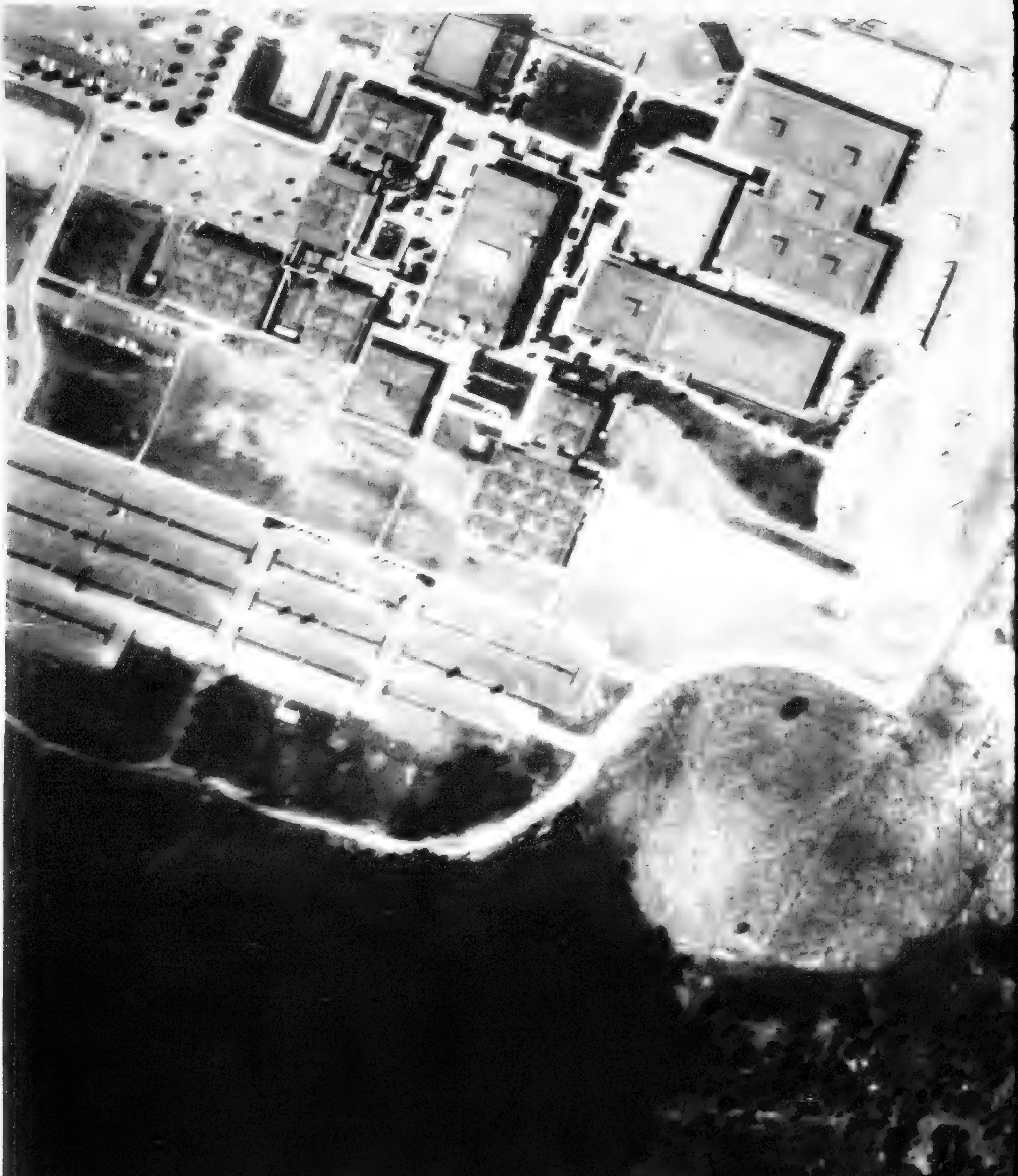
LANE CO. ALTERNATIVE "B"
4/18/84


30th AVE.
LANE COMMUNITY COLLEGE

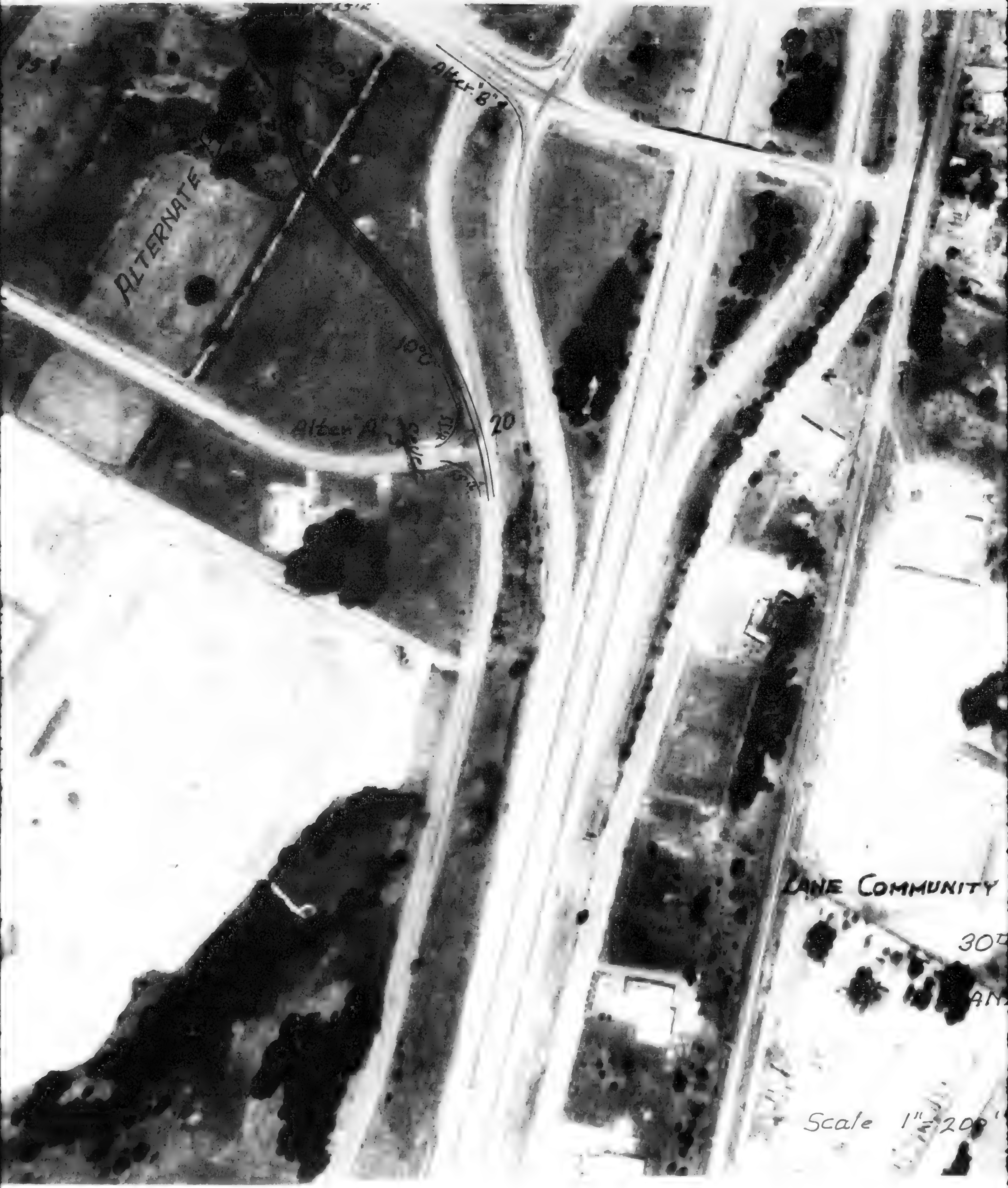

N
E.
100'R
10
55'R
TE "A"
100'R
10
55'R

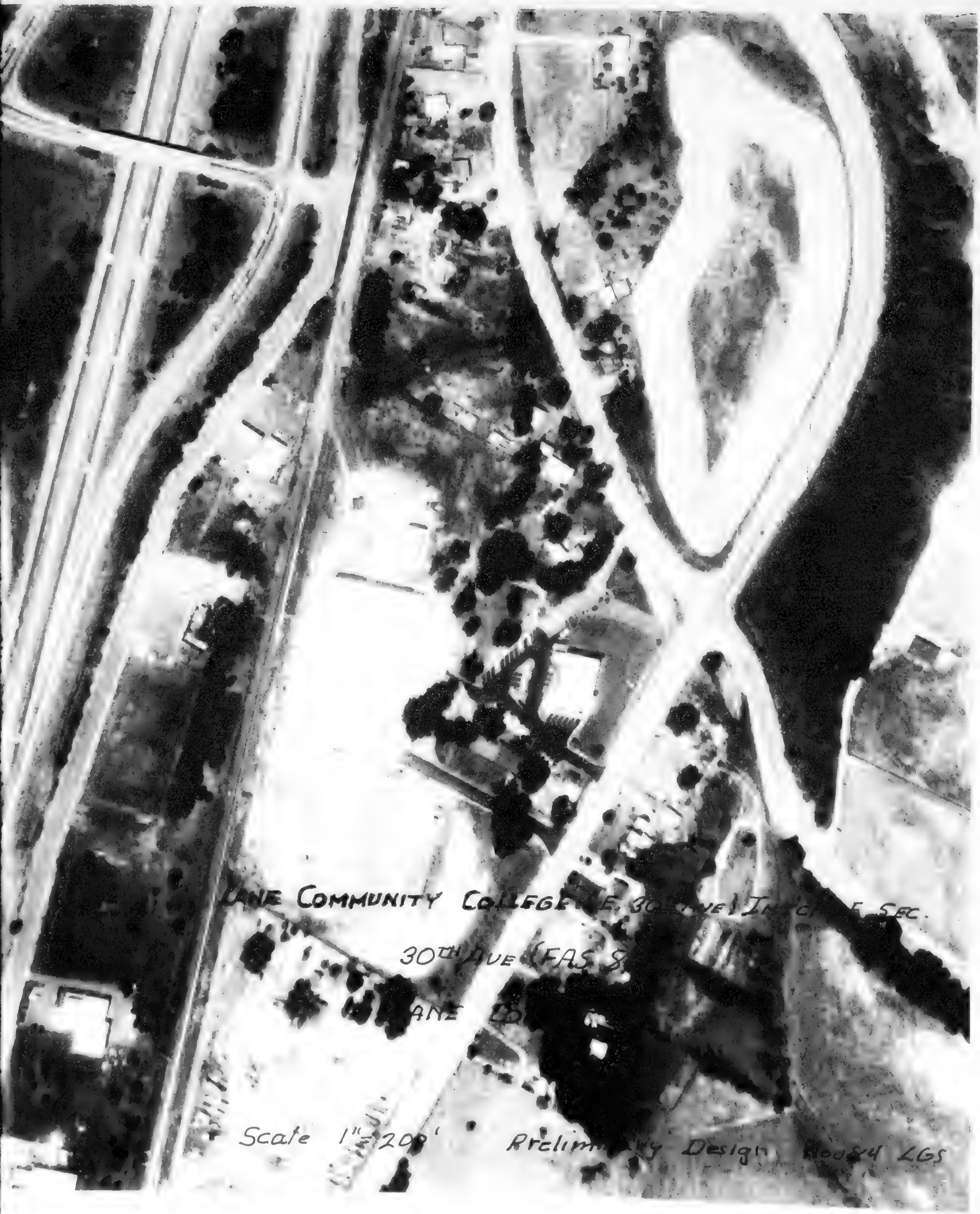
I-5
1000'
10
55'R


I-5



RIVE
ALTERNATE
15
55B
ALTERNATE


ALTERNATE
Alter 'B'
10°
20
Alter A
LANE COMMUNITY
30
Scale 1"=200'


LANE COMMUNITY COLLEGE E. 30 AVE INTERCH E SEC.
30TH AVE (FAS 8
ANE CO
Scale 1" = 200'
Preliminary Design Nov 84 LGS

## PROJECT PROSPECTUS
### PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

KEY ID# 02216

SECTION McVay Hwy. @ 30th Avenue

REGION 3

## SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 120-1920

DATE 12-29-83

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 3,[illegible] ~~4,000~~ | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 200 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 500 |
| 905 FINAL DESIGN | | 3,400 ~~4,000~~ | 920 PROGRAM MANAGEMENT | | 100 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 3,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 943 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | [illegible] ~~5,000~~ | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 500 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 17,700 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES 116(1)

LOCATION ENGINEER'S REMARKS

This is for authority to make a field survey needed for development of a base map.
This is now extended to include preparation of plans, specifications and cost estimate for the installation of a traffic signal.

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JAN 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up / /
Action

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 9-9-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 10/12/83 |
| RECOMMENDED, REGION ENGINEER X | DATE 9-16-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Versteeg | DATE 10-11-83 |
| RECOMMENDED, LOCATION ENGINEER X | DATE [illegible] | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-19-83 | |

734-1914 (7-82)

# PROJE T PROSPECTUS
## PART 1 — PROJECT REQUEST

**SEE INSTRUCTIONS ON REVERSE**

| | | | |
|---|---|---|---|
| SECTION<br>McVay Hwy. @ 30th Avenue | | | KEY ID # |
| | | | REGION<br>3 |
| STATE HIGHWAY #<br>( ~~25~~ 225 | HIGHWAY NAME<br>McVay Highway | MILE POST<br>FROM 2.19 TO | LENGTH |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY<br>Lane | ROAD/STREET NAME |
| ROUTE # | FEDERAL AID #<br>FAS 116 | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 18 ~~16~~ | GRADING (✓) | – | FILES (#) | 0 |
| RIGHT OF WAY | | $ – | PAVING (✓) | – | ACRES (#) | 0 |
| ROADWAY | $ – | | STRUCTURES (✓) | – | RELOCATIONS (#) | 0 |
| STRUCTURES | $ – | | SIGNING (✓) | X | **WORK BY STATE/CONSULTANT/APPLICANT** | |
| SIGNALS | $ 70 | | SIGNALS (✓) | X | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ – | | ILLUMINATION (✓) | – | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 4.2 | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | – |
| | $ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | – |
| 40% ENGINEERING & CONTINGENCIES | $ 29.8 ~~28~~ | | DESIGN CATEGORY (1-7) | 7 | **CONSTRUCTION BY** | |
| ( OTAL CONSTRUCTION | | $ 104 ~~98~~ | WORK TYPE (1-12) | 9 | ☒ CONTRACT<br>☐ STATE FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 122 ~~114~~ | | | ☐ CITY FORCE<br>☐ COUNTY FORCE | |

| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) | 2/85 | RECOMMENDED FUNDING SOURCE<br>Title II | RECOMMENDED PROGRAM YEAR |
|---|---|---|---|---|

### RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 3<br>4 | 3 WB<br>5 EB |
| STRUCTURES (#) | – | – |
| SIGNALS (#) | 0 | 1 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 8,100 ~~6,600~~ | ~~6,600~~ |
| YEAR OF AVERAGE DAILY TRAFFIC | 1982 ~~1981~~ | – |

DEFINE THE PROBLEM

This office had been asked by Lane County to investigate thi intersection for possible signalization. The accident history shows a high incidence of turning and angle accident

RECEIVED
SEP 20 1983
LOCATION

PROPOSED SOLUTION

Install five-phase fully-actuated traffic signal. Left turn lanes would be provided on 30th Ave.

RECEIVED
1983
ENGINEERING

| | |
|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE<br>9-16-83 |
| APPROVED ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE |

| | | | | |
|---|---|---|---|---|
| APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

## PROJECT PROSPECTUS
### PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
McVay Hwy. @ 30th Avenue

REGION
3

## PROJECT JUSTIFICATION

It is felt that installation of a five-phase signal will reduce the accident frequency. This intersection has a satisfactory cost/benefit ratio.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS

## PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION McVay Hwy. @ 30th Avenue

REGION 3

**ENTER:** S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | N | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | ▨ | SIGNALS | S | OLD (#) 0 | NEW (#) 1 |

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | N | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | N |

UTILITIES E (LIST BELOW)

COMPANIES
EWEB
Pacific Northwest Bell Telephone
Northwest Natural Gas

DESIGN SPEED 50 MPH

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | 10 | | 12 | 12 | 10 | 12 | 12 | | 10 | | | | |
| | | | | 8 | | 12 | 12 | 14 | 12 | 12 | | 8 | | | | |

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| N/A | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | N/A | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date

734-1912 (7-82)

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION
McVay Hwy. @ 30th Avenue

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

| | | |
|---|---|---|
| PREPARED BY<br>X | TELEPHONE NUMBER<br>440-3399 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |

734-1913 (7-82)

10 073 [illegible] 7-6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES 116(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

[illegible]

4. PROGRAM NO.
5. ITEM NO. 40107

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE 12-19-83
8. FEDERAL ROUTE NUMBER Secondary 116
9. STATE ROUTE NUMBER Secondary 225

10. GENERAL LOCATION:

McVay Highway - 30th Ave Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $16,000 - FF $14,400
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 12-12-83

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to
12/22

14. DATE 12-19-83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

52 7-6

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 12, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project Data Submission
Item No. 40107
Project No. HES-116(1)
McVay Highway @ 30th Ave. Section
McVay Highway
Lane County

Attached data consists of PR-1 forms with project map, narrative, Safety Priority Index System data sheet, collision diagram, traffic signal warrant comparison, other traffic data and sketch map.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Authorization to proceed with all phases of preliminary work necessary to obtain PS&E approval at an estimated total cost of $16,000 with an obligation of $14,400 in Federal funds.

DRH:bkb
Attachments

cc: L.E. George
James J. Gix (Region 3)
General Files

Form 734-3122

1985 SPTC Xing. @ 19th Ave. 10,094
Sec., of Co. Maint. Rd. 1822 in
Glenwood (Grad. and pav.)

jc cc: OSHD ([illegible]lien)

STATE COPY

U.S. Department of Transportation
**Federal Highway Administration**

## FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
SEP 25 '86
REFER TO
Fredricksson
FOR
Inf Inv R/D D/R Sign Act File

| | | | | |
|---|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Lane | | DIVISION<br>Oregon |
| DATE OF REPORT<br>9-22-86 | REPORT MADE BY<br>W. N. Bryant, Area Engineer | | | PROJECT NO.<br>RRP-000S(14) |
| COMPLETION DATE (Actual)<br>10-4-85 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>4-1-86 | | TIME ELAPSED<br>N. A. % | CONTRACT TIME<br>S.C.D.<br>10-31-85 |

LOCATION

County Rd., SPTC X'ing @ 19th Ave. (Springfield)

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### SPTC X'ING AT 19TH AVENUE
### COUNTY ROAD NO. 1822
### Grading and Paving

Work completed under this project consisted of the construction of roadbed grading, aggregate base asphalt concrete pavement, guardrail, and signing under contract and the installation of cantilever flashing lights with gong signals and automatic short-arm gates by railroad forces.

A contract in the amount of $83,354 was awarded Wildish Corvallis Construction Company on 7-11-85 covering the grading and paving portion of the work. The railroad portion of the work was completed under a State Force Order approved in the estimated amount of $89,985. Contract work began on 9-10-85 and was completed in reasonably close conformance with the approved plans and specifications on 10-4-85 at a final cost of $226,397.02 which includes $81,897.02 for grading and paving work, $124,500 for the railroad work and $20,000 for construction engineering.

The contract for this project specified that all work was to be completed no later than 10-31-85. All work was completed on 10-4-85. All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report.

- WNB -

NOTED
W. E. SCHWARTZ

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>W N Bryant | | SIGNATURE | |
| TITLE<br>Area Engr. | DATE<br>9-23-86 | TITLE<br>Dist Engr | DATE<br>9/24/86 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

April 21, 1986

CON 5 - 10,094

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

On April 14, 1986, we wrote to you concerning release of final payment on Contract No. 10,094 awarded to Wildish Corvallis Construction Co. for work on the S.P.T.C. Crossing at 19th Avenue (Springfield) Section of County Maintenance Road No. 1822 in Lane County.

Final payment on this contract is $2,108.26 and the total contract amount is $79,397.02. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

10,094

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#10094

**TO:** Robert Gormsen
Manager, Commission Services

**DATE:** April 1, 1986

**FROM:** Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

| | |
|---|---|
| Contract | 10094, On Site Work Substantially Completed October 4, 1985 |
| All Work Completed | November 1, 1985 |
| Project | SPTC X'ing at 19th Ave. (Springfield) |
| Highway | County Maintenance Rd. No. 1822 |
| County | Lane |
| Type of Work | Grading and Paving |
| Contractor | Wildish Corvallis Construction |

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-14-86 - Surety letter written.

on report

noted
RGormsen

RECEIVED
APR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,094

N

VICTOR ATIYEH
GOVERNOR

**Department of Transportation**
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: January 28, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

NOTED
E. S. HUNTER

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. RRP-000S(41)

| | |
|---|---|
| Contract | 10094 Work Completed 10-4-85 |
| Project | S.P.T.C. X'ing @ 19th Ave. (Springfield) |
| Highway | County Maintenance Road #1822 |
| County | Lane |

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 12-12-85
213

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 30 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
JAN 29 1986
OREGON DIVISION

734-2023 (2-85)

10,074

cc: L. W. Rulien

US Department of Transportation
Federal Highway Administration

**INSPECTION REPORT** STATE COPY

*(Check appropriate box)*

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STAT. HWY ENGR
JAN 7 '86
REFER TO Fredrickson
FOR
Info Inves R/D W/R Sign Act

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>1 | **COUNTY**<br>Lane | **DIVISION**<br>Oregon |
| **IN COMPANY WITH**<br>Doug Green, Project Manager, OSHD | | | |
| **DATE OF INSPECTION**<br>12/12/85 | **INSPECTION MADE BY**<br>W. N. Bryant, Area Engineer | | **PROJECT NO.**<br>RRP-000S(41) |
| **QUALITY OF WORK**<br>Satisfactory | **PROGRESS OF WORK**<br>Satisfactory | **TIME ELAPSED**<br>See below % | **WORK COMPLETED**<br>100 % |

1/10

NOTED
W. E. SCHWARTZ

## SPTC X'ING AT 19th AVENUE
## County Road No. 1822
## Grading and Paving

Work completed under this project consisted of the construction of roadbed grading, aggregate base asphalt concrete pavement, guardrail, and signing under contract and the installation of cantilever flashing lights with gong signals and automatic short-arm gates by railroad forces.

A contract in the amount of $83,354 was awarded Wildish Corvallis Construction Company on 7-11-85 covering the grading and paving portion of the work. The railroad portion of the work was completed under a State Force Order approved in the estimated amount of $89,985. Contract work began on 9-10-85 and was completed in reasonably close conformance with the approved plans and specifications on 10-4-85 at a final cost of $223,788.76 which includes $79,288 for the grading and paving work, $124,500 for the railroad work and $20,000 for construction engineering.

The contract for this project specified that all work was to be completed no later than 10-31-85. All work was completed on 10-4-85.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements. The signing and striping was completed in conformance with the MUTCD.

Based on the results of this inspection, acceptance of the contract and railroad work is recommended.

###############

Form FHWA-1446A

10-094 N

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION:

WEEK ENDING: October 5, 1985

SECTION PREFIX:

HIGHWAY: 19th Avenue

COUNTY: Lane

NAME OF JOB: S.P.T.C. Crossing @ 19th Avenue (Springfield)

KIND OF WORK: Grading, Basing and Paving

CONTRACTOR: Wildish Corvallis Construction Co.

CONTRACT NUMBER: 10,094

FEDERAL AID PROJECT NUMBER: F RRP-000S (41)

DATE OF CONTRACT: July 19, 1985

DATE WORK STARTED: September 10, 1985

ESTIMATED COMPLETION DATE: October 31, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 2

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: October 31, 1985

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 236,481.79

EXCLUSIVE OF ENGINEERING: $ 217,729.93

ENGINEERING AUTHORIZATION: $

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 217,729,93

ENGINEERING COST TO DATE: $

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______%

PERCENT OF AUTHORIZATION ______%

DATE PROJECT WAS COMPLETED: October 4, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 3,600 | 2,100 | | | 1,000 |
| TOTAL QUANTITIES CORRECTED TO DATE | 3,600 | 2,353 | | | 919 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 3,600 | 2,353 | | | 919 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: 1-500 Paver 1-tack truck 1-steel wheel roller 1-cat blade 1-D3 dozer 1-post punch truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 9-29 | Clear | | | |
| MONDAY 9-30 | Clear | | | |
| TUESDAY 10-1 | Cloudy | | | |
| WEDNESDAY 10-2 | Clear | | | |
| THURSDAY 10-3 | Clear | | | |
| FRIDAY 10-4 | Clear | | | |
| SATURDAY | | | | F |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 9-29 | No Activity |
| MONDAY 9-30 | Wildish: Finished paving between R/R tracks. Completed clearing & grubbing and finished 80% of rock shoulders. |
| TUESDAY 10-1 | Wildish: Finished shoulder rock.<br>Yurock: Started guard-rail. Road open to traffic 5:00 PM. |
| WEDNESDAY 10-2 | Yurock: Continued to install posts. Augered holes for anchoring. |
| THURSDAY 10-3 | Yurock: Finished guard-rail. Poured 2 Type II anchors and 2 Type I modified anchors. 175' 2 A and 25' 3 A |
| FRIDAY 10-4 | No Activity |
| SATURDAY | |

## REMARKS

Inspector: Dave Card

Project completed October 4, 1985

SIGNED Donald Bruss LOCATION __________

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

10,094

N

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Lane |
| MODIFICATION NUMBER<br>2 | 8-14-85 | Project Number<br>RRP-000S(41) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 21, 19 82, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 96,434.00 | $ 217,992.00 |
| Federal funds | $ 86,835.00 | $ 196,192.00 |
| Other revisions | | |

This modification is made for the following reasons: to include contract work and estimated increase in railroad costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of AUG, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: E. S. Hunter, P.E.

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 30, 1985

Federal Aid Project No. RRP-000S(41)

SPTC X'ing @ 19th Ave. (Springfield) Section
County Road
Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 2,000.00 |
| | | | $ 2,000.00 |

### Type Code SFTY
### RR Signals & Gates

| | | | |
|---|---|---|---|
| Work by SPTC | All Required | | $ 110,200.00 |
| | | Subtotal | $ 110,200.00 |
| | | Engineering | 5,510.00 |
| | | Total | $ 115,710.00 |

### Type Code I000
### Roadway (Sta. 4+50 to Sta. 14+00)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 8,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 1,000.00 |
| Temporary Signs | Sq. Ft. | 278 | 3.00 | 834.00 |
| Temporary Barricades | Each | 30 | 15.00 | 450.00 |
| Flaggers | Hour | 180 | 8.00 | 1,440.00 |
| **ROADWORK** | | | | |
| Clearing and Grubbing | Lump Sum | All | Lump Sum | 2,000.00 |
| Embankment in Place | Cu. Yd. | 3,600 | 5.25 | 18,900.00 |
| Finishing Roadbed and Slopes | Lump Sum | All | Lump Sum | 1,000.00 |
| Watering | M-Gal. | 40 | 25.00 | 1,000.00 |
| 3/4"-0 Aggregate Base | Ton | 500 | 6.00 | 3,000.00 |
| 1-1/2"-0 Aggregate Base | Ton | 1,600 | 6.00 | 9,600.00 |
| Class "C" Asphalt Concrete | Ton | 1,000 | 29.00 | 29,000.00 |
| 12-inch Culvert Pipe | Lin. Ft. | 140 | 12.00 | 1,680.00 |
| Guard Rail, Type 2A | Lin. Ft. | 150 | 22.00 | 3,300.00 |
| Guard Rail, Type 3 | Lin. Ft. | 50 | 26.00 | 1,300.00 |
| Guard Rail Anchors, Type 1 | Each | 2 | 400.00 | 800.00 |
| Rail End Pieces, Type B | Each | 2 | 85.00 | 170.00 |
| Rail End Pieces, Type C | Each | 2 | 140.00 | 280.00 |
| Drainage Curbs | Lin. Ft. | 20 | 5.00 | 100.00 |
| | | | | $ 83,854.00 |

**Anticipated Items**

| | | | |
|---|---|---|---|
| Railroad Protective Costs | All Required | | $ 2,500.00 |
| Permanent Pavement Striping | All Required | | 2,000.00 |
| | | | $ 4,500.00 |
| | | Subtotal | $ 88,354.00 |
| | | Engineering | 11,928.00 |
| | | Total | $ 100,282.00 |

| | |
|---|---|
| Length of Roadway | 0.180 mi. |
| Cost of Roadway Per Mile | $ 661,794.44 |

### SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | PUC Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 2,000.00 | $ 1,800.00 | $ 200.00 | $ --- |
| RR Signals & Gates | 115,710.00 | 104,139.00 | 11,571.00 | --- |
| Roadway | 100,282.00 | 90,253.00 | --- | 10,029.00 |
| Total | $217,992.00 | $ 196,192.00 | $ 11,771.00 | $ 10,029.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 10094 |
| Prefix: | 320-1901 P.E. |
| Prefix: | 320-1082 R.R. |
| | C10094 |

CPL:RC:bkb

STATE COPY Gen File

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER 12-99

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Lane

Project Number RRP-000S~~(4)~~ (41)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 21, 19 82, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,000.00 | $ 96,434.00 |
| Federal funds | $ 1,800.00 | $ 86,835.00 |
| Other revisions | | |

This modification is made for the following reasons: To include approved funds for ~~preliminary engineering.~~ Construction.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of December, 19 83.

Oregon State Highway Division
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XBX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DEC. 7, 1983

FEDERAL AID PROJECT No. #RRP-000S(41)

SPTC X'ing @ 19th Avenue (Springfield Jct.) Section

County Road in Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

### TYPE CODE PE
### PRELIMINARY ENGINEERING

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 2,000.00 |
| | TOTAL | $ 2,000.00 |

### TYPE CODE SFTY
### RR SIGNALS & GATES

| | | |
|---|---|---|
| Work by SPTC (OFFW#1) | All Required | $ 89,985.00 |
| | Subtotal | $ 89,985.00 |
| | Engineering | 4,449.00 |
| | Total | $ 94,434.00 |

Length of Project ----------- 0.0 mi.

## SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | PUC Funds |
|---|---|---|---|
| Preliminary Engineering | $ 2,000.00 | $ 1,800.00 | $ 200.00 |
| Signals & Gates | 94,434.00 | 85,035.00 | 9,399.00 |
| Total | $96,434.00 | $86,835.00 | $9,599.00 |

Group 1 100%
Prefix: 320-1901
Prefix: 320-1082

RHZ:lks

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>8-8 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>[illegible] | State<br>Oregon<br>County<br>Lane<br>Project No.<br>RRP-000S(41) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., SPTC Xing @ 19th Ave. (Springfield Jct.)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 7-8-82 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS PRO RATA 90 %

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 2,000.00 | $ 1,800.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Program Management Engineer
*(Title)*
XXX By For: H.S. Coulter, P.E.
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: Dale E. Wilken
Date executed by Division Administrator [illegible]

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon July 15, 1982

Federal-Aid Project
No. RRP-000S(41)

SPTC X'ing @ 19th Aye. (Springfield Jct.) Section
County Road in Lane County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $2,000.00 |
| | TOTAL | $2,000.00 |

Length of Project -------- 0.0 mi.

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | PUC Funds |
|---|---|---|---|
| Preliminary Engineering | $ 2,000.00 | $ 1,800.00 | $ 200.00 |
| Retain in Program | | | |
| Contract Work | 85,000.00 | 76,500.00 | 8,500.00 |
| TOTAL | $87,000.00 | $78,300.00 | $8,700.00 |

Group 1 100%
Prefix: 320-1901

August 14, 1985

Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

CON 5
#10,094

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,094 for work on the S.P.T.C. Crossing at 19th Avenue (Springfield) Section on County Maintenance Road No. 1822 in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene, Liaison

Don Greer
Dept. of Public Works
3046 Delta Highway N.
Eugene, OR 97401

*Since 1935*

**WILDISH CORVALLIS CONSTRUCTION CO.**

P. O. BOX 7428
EUGENE, OREGON 97401
(503) 485-1700

July 12, 1985

RECEIVED
JUL 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

CERTIFIED MAIL P714008111
~~RETURN RECEIPT REQUESTED~~

Office of Commission Services
Room 121, Transportation Building
Salem, OR 97310

Subject: S.P.T.C. X'ing @ 19th Ave. (Springfield)
Bid Date: 7-11-85
Proposed DBE/WBE Contractors

Gentlemen:

On subject project, Wildish anticipates meeting the DBE-8%/WBE-2% goals as follows:

DBE -- Yurok Contractors, Inc.
90629 Georgetown Road
Junction City, OR 97448

| Item No. | Description | Total $ to be Subcontracted |
|---|---|---|
| 13 | 12" Culvert Pipe | $1,407.00 |
| 14 | Guard Rail Ty 2A | 3,150.00 |
| 15 | Guard Rail Ty 3 | 1,250.00 |
| 16 | Guard Rail Anchors, Ty 1 | 750.00 |
| 17 | Rail End Pcs, Ty B | 160.00 |
| 18 | Rail End Pcs, Ty C | 250.00 |
|  | YUROK TOTAL | $6,967.00 |

WBE -- Lady's Construction Co.
P. O. Box H
West Linn, OR 97068

| Item No. | Description | Total $ to be Subcontracted |
|---|---|---|
| 5 | Flaggers | $1,683.00 |

Please notify us of acceptance and award at your earliest convenience.

Very truly yours,

Mark A Stuckart

Mark A. Stuckart
Estimator

MAS:cao

RECEIVED
JUL 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

13,794

[illegible] 7-12-1
Springfield

1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 29, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY**
For **W. H. WAKERLIG**

From: Gary A. Potter, Manager
Program Section

Subject: Project No. RRP-000S(41)
SPTC X'ing @ 19th Ave. (Springfield) Sec.
County Road
Lane County

Enclosed is a copy of a letter from Southern Pacific Transportation Company, in which they indicate the estimated cost for track work whould be increased by $20,215. This change will result in an increase in estimated total cost for railroad work to $110,200.

This increase is reflected in the revised project agreement estimate and modification of project agreement submitted under separate action.

CPL:bkb
Enc.
cc: R. Trygstad
R. Bladorn
General Files

Form 734-3122

[illegible]

Gen Files //

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 22, 1985

Mr. Duane Forney
Southern Pacific
Transportation Company
324 Union Station
800 NW Sixth Avenue
Portland, OR 97209

Award of Contract
SPTC X'ing at 19th Avenue
Lane County
Crossing No. CF-621.40
Contract No. 10,094

Dear Duane:

On July 16, 1985, the Oregon Transportation Commission authorized the State Highway Engineer to award the above-captioned contract to Wildish Corvallis Construction Company of Eugene, subject to concurrence of the Federal Highway Administration, Lane County, and pending DBE/WBE review. As soon as the signed contract and bond have been received from the contractor, a conformed copy will be sent to you for your records.

Cordially,

RDTrygstad

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr

cc: C. O. Fredrickson
✓Bob Gormsen - Please send 2 conformed copies to me when available.
J. J. Gix

Form 734-3122

done - dlp - 8-15-85

10,694

PRO 6

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

**TO:** L.E. George
Traffic Engineer ATTN: Dick Bladorn

**DATE:** August 16, 1982

**FROM:** Jack Ayres JA
Region Federal Aid Specialist

**SUBJECT:** 19th Ave. RR Crossing
Lane County

Attached are plan and profile sheets for the proposed road reconstruction to be performed by Lane County in the vicinity of the 19th Avenue railroad gate crossing in Glenwood. The County is requesting Title II funding for this project.

I have discussed this by phone with Dick Bladorn and he informs me that this is an acceptable project and that it has been discussed with Mr. Tom Lancaster of Lane County. I will assume that the Traffic section has sufficient information to augment this proposal.

ja/cp
attach.
cc: D.H. Moehring
L. Asburry
D. Greene

NOTED
DWAYNE HOFSTETTER

NOTED
L.E. GEORGE

RECEIVED
AUG 17 1982
TRAFFIC ENGINEERING

10 094

lane county

August 10, 1982

Jack Ayres, Federal Aid Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

Dear Jack:

As you requested, enclosed are three copies of the plan and profile for the proposed road reconstruction project at the 19th Avenue railroad crossing in Glenwood. We would like to request federal Title II funds for this project in conjunction with the installation of protective devices at this crossing, which has been approved by the Highway Division.

Lane County is presently acquiring the necessary right-of-way and easements for this project, and we are prepared to certify that federal procedures were followed. The plans and specifications are completed, and we assume that the Highway Division would award and administer the contract.

If any further information is needed, please let me know.

Sincerely,

Tom Lan

Tom Lancaster
Traffic Engineer

TL/sm

Enclosures

DEPARTMENT OF PUBLIC WORKS / 3040 DELTA HIGHWAY NORTH / EUGENE, OREGON 97401

1985 Tumalt, Tanner, Gorton, 10,095
Harphan & Viento Cr. Restor., Col.
R. Hwy. (Str. rehab. & culvert repair

10,095

April 26, 1988

CON 5 - 10,095

Industrial Indemnity Company
of the Northwest
Bond Department
101 S. W. Main
Suite 1300
Portland, OR 97204

On June 26, 1987, we wrote to you concerning release of final payment on Contract No. 10,095 awarded to Donald W. Thompson, Inc. for work on the Tumalt, Tanner, Gorton, Harphan & Viento Creeks Structure Restoration Project on the Columbia River Highway in Multnomah & Hood River Counties.

Our Accounting Division has now notified us that the final payment on this contract was $4,116.39 and the total contract amount was $394,659.16 including $9,597.25 for work performed under force account. A post-final payment in the amount of $1,500 was also made last year. This increased the total amount paid on the contract to $396,159.19 including the post-final payment.

We are sorry for the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Donald W. Thompson, Inc.
P. O. Box 866
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
Hwy. Acctg.
Rick Kuehn

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Multnomah and Hood River | DIVISION<br>Oregon |
| DATE OF REPORT<br>9/18/87 | REPORT MADE BY<br>Larry Heil, Assistant Area Engineer | | PROJECT NO.<br>IR-84-2(16)36 |
| COMPLETION DATE (Actual)<br>8/29/86 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>6/24/87 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>S.C.D. 8/31/86 |

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

## TUMALT, TANNER, GORTON, HARPHAN AND VIENTO CREEK
## COLUMBIA RIVER HIGHWAY
## Structure, Rehabilitation & Culvert Repair

This project provided for the overlay of one structure with a latex modified concrete and the relining of four concrete box culverts.

The contract work was awarded to Donald W. Thompson on 7/19/85. Work started 8/21/85 and was completed 8/29/86 within the specified completion date. The final project cost overran the original authorization of $420,614 by 9½% due to overruns in concrete quantities necessary to repair the box culverts and asphalt quantities necessary to pave a smooth approach to the Tanner structure. There were no contract claims or materials problems.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
SEP 25 '87
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Ag 9/29

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE | | SIGNATURE | |
| TITLE<br>Assistant Area Engineer | DATE<br>9-24-87 | TITLE<br>District Engineer A | DATE<br>9-24-87 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10095

**TO:** Commission Services

**DATE:** June 24, 1987

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10095, On Site Work Substantially Completed August 29, 1986

All Work Completed March 31, 1987

Project Tumalt, Tanner, Gorton, Harphan and Viento Str Restoration

Highway Columbia River

County Multnomah and Hood River

Type of Work Box Culvert and Deck Overlays

Contractor Donald W. Thompson

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-26-87 - Surety letter written.

RECEIVED
JUN 25 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

10,095

N

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

# WEE Y REPORT FOR CONSTRUCTION PI ECTS

WEEK ENDING: March 27, 1987

PROJECT NAME (SECTION): Tumalt, Tanner, Gorton, Harphan, Viento Creeks Rest'n

CONTRACT NO: 10095

HIGHWAY: Columbia River

COUNTY: Multnomah, Hood River

F.A. PROJECT NO: IR-84-2(16)36

CONTRACTOR: Donald W. Thompson

KIND OF WORK: Culvert And Deck Overlays

DATE OF AWARD: July 19, 1985

## PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 462,214.27

ESTIMATED PROJECT COST $ 447,021.25

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 3.3 %

## ENGINEERING

AUTHORIZATION $ 33,352.67

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 57,400.00

PERCENT OF AUTHORIZATION 172 %

FIRST NOTIFICATION DATE: August 21, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: August 31, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: December 16, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| A | 09/30/86 | 375 | 375.0 | 100 | c |
| | / / | 0 | 0.0 | 0 | o |
| | / / | 0 | 0.0 | 0 | m |
| | / / | 0 | 0.0 | 0 | p |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 0 | 0 | 0 | | | |
| EST. CORRECTED QUANTITIES | 0 | 0 | 0 | | | |
| EST. PERFORMED TO DATE | 0 | 0 | 0 | | | |
| PERCENT PERFORMED TO DATE | 0 | 0 | 0 | 0 | 100 | 0 |

ACTIVITIES THIS WEEK:

No activity this week.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Temporary Barriers stored on State property still need to be removed before issuing 3rd Notification

PROJECT MANAGER (SIGN) Michael R. Fisher

Michael Fisher

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,095

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>2-6 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Mult. & Hood River |
| PROJECT REPORT NUMBER | 2-3-[illegible] | Project Number<br>IR-84-2(16)36 |
| MODIFICATION NUMBER<br>2 | | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 19 85, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 446,116.00 | $ 462,774.00 |
| Federal funds | $ 411,406.00 | $ 426,768.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3 RD day of [illegible], 19[illegible]

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 22, 1987

FEDERAL AID PROJECT NO. IR-84-2(16)36

TUMALT, TANNER, GORTON, HARPHAN & VIENTO CR.
STRUCTURE RESTORATIONS
COLUMBIA RIVER HIGHWAY
HOOD RIVER & MULTNOMAH COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
GORTON, HARPHAN & VIENTO CR. BOX CULVERTS (M.P. 50.8, 51.1, & 56.16)

| | |
|---|---|
| Total as on estimate of July 23, 1985 | $ 97,714.00 |

TYPE CODE Y007
TUMALT CR. BOX CULVERT (M.P. 36.18)(MULTNOMAH COUNTY)

| | |
|---|---|
| Total as on estimate of July 23, 1985 | $ 11,802.00 |

TYPE CODE X021
TANNER CREEK BRIDGE (M.P. 40.17)(MULTNOMAH COUNTY)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Temp. Plastic Safety Markers | $ 50.00 | 25 | $ 1,250.00 | 78 | $ 3,900.00 |
| Box Culvert Slab | 21.66 | 1,060 | 22,959.00 | 1,105 | 23,934.30 |
| Reinforced Concrete Br. End Panel | 71.76 | 320 | 22,963.20 | 335 | 24,039.60 |
| Class 1 Prep. | 5.90 | 4,100 | 24,190.00 | 4,256 | 25,110.40 |
| Furnish Latex-Modified Conc. | 292.50 | 218.69 | 63,966.83 | 222.39 | 65,049.08 |
| Add'l. Class 4500 Concrete for RCBC (PA #2A) | 125.00 | --- | --- | 36.70 | 4,587.50 |
| Class "C" Asphalt Concrete (PA #4A) | 75.00 | --- | --- | 71.56 | 5,367.00 |
| | | | $135,329.03 | | $151,987.88 |

| | | |
|---|---|---|
| Increase | $ | 16,658.85 |
| Subtotal from estimate of Aug. 12, 1986 | | 296,551.06 |
| Subtotal | $ | 313,209.91 |
| Engineering | | 40,048.09 |
| Total | $ | 353,258.00 |

## SUMMARY OF FUNDS (92.22%)

| Description | Appn Code | County | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|---|
| Y007 | 044 | Hood R. | $ 97,714.00 | $ 90,111.00 | $ 7,603.00 |
| Y007 | 044 | Mult. | 11,802.00 | 10,883.00 | 919.00 |
| X021 | 044 | Mult. | 353,258.00 | 325,774.00 | 27,484.00 |
| Total | | | $ 462,774.00 | $ 426,768.00 | $ 36,006.00 |

Group 1: 100%
Contract No. 10,095
Prefix: 626-1966 P.E.
Prefix: C10095

RLC:bkb

101075

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | |
|---|---|
| **TO BE COMPLETED BY FHWA** | |
| MONTHLY TRANSACTION NUMBER | 8-176 |
| PROJECT REPORT NUMBER | |
| MODIFICATION NUMBER | 1 |

U.S. Department of Transportation
**Federal Highway Administration**

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-21-86

State: Oregon
County: Hood River & Multnomah
Project Number: IR-84-2(16)36

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 1985, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 420,614.00 | $ 446,116.00 |
| Federal funds | $ 387,888.00 | $ 411,406.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Donald L. Ward

for Manager, Program Section
*(Title)*

XRXX For: Larry Rulien

State Highway Engineer
*(Title)*

By ____________

____________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burner
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon   August 12, 1986

Federal-Aid Project No. IR-84-2(16)36

Tumalt, Tanner, Gorton, Harphan & Viento Cr.
Structure Restorations
Columbia River Highway
Hood River & Multnomah Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y007
Gorton, Harphan & Viento Cr. Box Culverts (M.P. 50.8, 51.1, & 56.16)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT | |
|---|---|---|---|---|---|---|
| Total as on Estimate of July 23, 1985 | | | | | | $ 97,714.00 |

Type Code Y007
Tumalt Cr. Box Culvert (M..P. 36.18)(Multnomah County)

| | | | | | | |
|---|---|---|---|---|---|---|
| Total as on Estimate of July 23, 1985 | | | | | | $ 11,802.00 |

Type Code X021
Tanner Creek Bridge (M.P. 40.17)(Multnomah County)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT | |
|---|---|---|---|---|---|---|
| Furnish Latex Modified Concrete | $ 292.50 | 171 | $50,017.50 | 218.69 | $63,966.83 | |
| Guardrail Br. Connections (P.A. #3A) | 1,482.00 | --- | --- | 3.00 | 4,446.00 | |
| Temp. Striping & Removal (F.A. #1) | --- | --- | 2,000.00 | --- | 6,060.57 | |
| | | | $52,017.50 | | $74,473.40 | |
| | | | | | Increase | $ 22,455.90 |
| | | Subtotal from Estimate of July 23, 1985 | | | | 274,095.16 |
| | | | | | Subtotal | $ 296,551.06 |
| | | | | | Engineering | 40,048.94 |
| | | | | | Total | $ 336,600.00 |

## SUMMARY OF FUNDS (92.22%)

| Description | Appn Code | County | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|---|
| Y007 | 044 | Hood River | $ 97,714.00 | $ 90,111.00 | $ 7,603.00 |
| Y007 | 044 | Multnomah | 11,802.00 | 10,883.00 | 919.00 |
| X021 | 044 | Multnomah | 336,600.00 | 310,412.00 | 26,188.00 |
| TOTAL | | | $446,116.00 | $411,406.00 | $34,710.00 |

Group 1: 100%
Contract No. 10,095
Prefix: 626-1966 P.E.
Prefix: C10095

RLC:me

N

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10,095 7-136 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-26-85 | STATE<br>Oregon<br>COUNTY<br>Hood River-Multnomah<br>PROJECT NO.<br>IR-84-2(16)36 |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

I-84 "Tumult, Tanner, Gorton, Harphan & Viento Creeks Structures Restoration"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6/19/85 | 0.083 |

OTHER *(Specify)*

FUNDS Pro-rata 92.22%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 420,614.00 | FEDERAL FUNDS<br>$ 387,888.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.**

OREGON STATE HIGHWAY DIVISION
*(Official Name of Highway Agency)*
By
fo Manager, Program Section
*(Title)*
XXXFor: H. S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator JUL 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 23, 1985

FEDERAL AID PROJECT NO. IR-84-2(16)36

TUMALT, TANNER, GORTON, HARPHAN & VIENTO CR.
STRUCTURE RESTORATIONS
COLUMBIA RIVER HIGHWAY
HOOD RIVER & MULTNOMAH COUNTIES

## PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
GORTON, HARPHAN & VIENTO CR. BOX CULVERTS (M.P. 50.8, 51.1 & 56.16)
(HOOD RIVER COUNTY

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | 10% | Lump Sum | $ 3,705.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | 8% | Lump Sum | 400.00 |
| Temporary Signs | Sq. Ft. | 138 | 10.00 | 1,380.00 |
| Box Culvert Slab Preparation | Sq. Yd. | 960 | 21.66 | 20,793.60 |
| Structural Concrete, Class 4,500 (80 C.Y.) | Lump Sum | 92% | Lump Sum | 17,450.56 |
| Reinforcement (1,860 lbs. & 1,350 lbs. | Lump Sum | 100% | Lump Sum | 1,542.00 |
| Steel Deck Grating | Sq. Ft. | 6,280 | 6.50 | 40,820.00 |
| | | | | $ 86,091.16 |
| | | | SUBTOTAL | $ 86,091.16 |
| | | | Engineering | 11,622.84 |
| | | | TOTAL | $ 97,714.00 |

TYPE CODE Y007
TUMALT CR. BOX CULVERT (M.P. 36.18)(Multnomah County)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | 1% | Lump Sum | $ 370.50 |
| Temporary Protection and Direction of Traffic | Lump Sum | 2% | Lump Sum | 100.00 |
| Temporary Signs | Sq. Ft. | 46 | 10.00 | 460.00 |
| Box Culvert Slab Preparation | Sq. Yd. | 100 | 21.66 | 2,166.00 |
| Structural Concrete, Class 4,500 (7 C.Y. @ $240) | Lump Sum | 8% | Lump Sum | 1,517.44 |
| Steel Deck Grating | Sq. Ft. | 890 | 6.50 | 5,785.00 |
| | | | SUBTOTAL | $ 10,398.94 |
| | | | Engineering | 1,403.06 |
| | | | TOTAL | $ 11,802.00 |

### TYPE CODE X021
### TANNER CREEK BRIDGE (M.P. 40.17)(MULTNOMAH COUNTY

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | 89% | Lump Sum | $ 32,974.50 |
| Temporary Protection and Direction of Traffic | Lump Sum | 90% | Lump Sum | 4,500.00 |
| Temporary Signs | Sq. Ft. | 503 | 10.00 | 5,030.00 |
| Temporary Barricades | Each | 20 | 80.00 | 1,600.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 3,600 | 12.00 | 43,200.00 |
| Moving Temporary Concrete Barriers | Lin. Ft. | 3,525 | 1.20 | 4,230.00 |
| Temporary Plastic Safety Markers | Each | 25 | 50.00 | 1,250.00 |
| Sequential Arrow Signs | Each | 2 | 2,000.00 | 4,000.00 |
| Flaggers | Hour | 100 | 16.00 | 1,600.00 |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 5,148.00 |
| Compression Joint Sealer, Type D | Lin. Ft. | 478 | 16.00 | 7,648.00 |
| Compression Joint Sealer, Type F | Lin. Ft. | 110 | 33.00 | 3,630.00 |
| Reinforced Concrete Bridge End Panels | Sq. Yd. | 320 | 71.76 | 22,963.20 |
| Class 1 Preparation | Sq. Yd. | 4,100 | 5.90 | 24,190.00 |
| Class 2 Preparation | Sq. Yd. | 6 | 100.00 | 600.00 |
| Furnish Latex-Modified Concrete | Cu. Yd. | 171 | 292.50 | 50,017.50 |
| Construct Latex-Modified Concrete Resurfacing | Sq. Yd. | 4,100 | 6.00 | 24,600.00 |
| Concrete Bridge Rail | Lin. Ft. | 866 | 32.06 | 27,763.96 |
| 8-inch Culvert Pipe | Lin. Ft. | 110 | 15.00 | 1,650.00 |
| Concrete Catch Basin | Each | 1 | 750.00 | 750.00 |
| Drainage Curbs | Lin. Ft. | 25 | 10.00 | 250.00 |
| | | | | $267,595.16 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| Remove Pavement Striping (Exist. & Temp.) | All Required | $ 2,000.00 |
| Permanent Pavement Striping | All Required | 2,500.00 |
| Temporary Pavement Striping (Exist. & Temp.) | All Required | 2,000.00 |
| | | $ 6.500.00 |
| | SUBTOTAL | $274,095.16 |
| | Engineering | 37,002.84 |
| | TOTAL | $311,098.00 |

Length of Structure ----------------- 0.083 mile

## SUMMARY OF FUNDS (92.22%)

| DESCRIPTION | COUNTY | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|---|
| Y007 | Hood River | $ 97,714.00 | $ 90,111.00 | $ 7,603.00 |
| Y007 | Multnomah | 11,802.00 | 10,883.00 | 919.00 |
| X021 | Multnomah | 311,098.00 | 286,894.00 | 24,204.00 |
| TOTAL | | $420,614.00 | $387,888.00 | $32,726.00 |

Group 1: 100%
Contract No. 10,095
Prefix: 626-1966 P.E.
Prefix: C10095

CPL/RHZ/RLC:pf/bkb/me

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
10095

DATE: October 20, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-2(16)36

Contract 10095, Work Completed August 29, 1986

Project Tumalt, Tanner, Gorton, Harphen and Viento Creek Structure Restoration

Highway Columbia River

County Multnomah and Hood River

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10/8/86

G. K. Hoesner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
OCT 28 '86
REFER TO
FOR

RECEIVED
OCT 20 1986
OREGON DIVISION

jc : OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 24 '86
REFER TO *Fredrickson*
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Multnomah and Hood River | Oregon ly 10/27 |

IN COMPANY WITH: Mike Fisher and Marion Craft; OSHD

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 10-8-86 | W. H. Kappus, Area Engineer and<br>Larry Heil, Assistant Highway Engineer | IR-84-2(16)36 |

| QUALITY OF WORK | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 100 % | 100 % |

## TUMALT, TANNER, GORTON, HARPHAN AND VIENTO CREEK
## COLUMBIA RIVER HIGHWAY
## Structure, Rehabilitation & Culvert Repair

This project provided for the overlay of one structure with a latex modified concrete and the relining of four concrete box culverts.

The contract work was awarded to Donald W. Thompson on 7-19-85. Work started 8-21-85 and was completed 8-31-86.

**Comments:**

Two bumps were noted on the approach and following the LMC overlay of the eastbound Tanner structure. The contractor has agreed to pay State maintenance forces to grind these bumps.

The approach channel to the Harphan Box Culvert had developed a gravel bar which was diverting the stream flow causing scour behind the east wing wall. The project manager indicated that State maintenance forces had been informed and will be straightening out the channel approach so as to alleviate the scour problem. Project cost overran approximately 10%. The overrun was due to an overrun in concrete quantities necessary to repair the box culvert and in asphalt quantities necessary to pave a smooth approach to the Tanner structure. No contract claims are anticipated.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

10,095

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 4, 1986

In Reply Refer to
File No. CON 5
10095

TO: Oregon Transportation Commission

AGENDA
SEP 16 1986

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Tumalt, Tanner, Gorton, Harphan & Viento
Creeks Structure Restoration Section
Columbia River Highway, Multnomah & Hood River Counties
Contract No. 10095

This federal-aid project is about 85 percent done and it is expected that the final cost of the project will overrun the authorization by $41,600 or ten percent.

One of the main items contributing to the overrun is an increase in the quantity of latex modified concrete paving material required. This increase is due to overlaying two old structures which were built at different times and with slightly different grades and cross sections. The overlay had to maintain a grade and section across the two structures and in some cases this required a thicker-than-anticipated depth of material. The result was an overrun in the quantities and an increase in cost of approximately $14,000.

The overrun in engineering was primarily due to the necessity to work very closely with the contractor's operation in providing grades, revising grade lines and making changes to fit existing field conditions. This is expected to add $32,000 to the project cost.

There were other minor deletions and changes to the project resulting in some net savings, bringing the total overrun to an expected $41,600.

There are sufficient funds available in the category of work and all the increase, except $5,400, is eligible for federal participation.

I recommend that the authorization be increased by $41,600 to a new total of $462,214.27. This matter will be on the consent calendar for the September 16 meeting.

| | | |
|---|---|---|
| cc: | Fred Miller | V. E. Skoog |
| | Fran Neavoll | R. A. Kuehn |
| | C. O. Fredrickson | George Bell |

Form 734-3122

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10095

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 4, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Tumalt, Tanner, Gorton, Harphan & Viento
Creeks Structure Restoration Section
Columbia River Highway, Multnomah & Hood River Counties
Contract No. 10095

This federal-aid project is about 85 percent done and it is expected that the final cost of the project will overrun the authorization by $41,600 or ten percent.

One of the main items contributing to the overrun is an increase in the quantity of latex modified concrete paving material required. This increase is due to overlaying two old structures which were built at different times and with slightly different grades and cross sections. The overlay had to maintain a grade and section across the two structures and in some cases this required a thicker-than-anticipated depth of material. The result was an overrun in the quantities and an increase in cost of approximately $14,000.

The overrun in engineering was primarily due to the necessity to work very closely with the contractor's operation in providing grades, revising grade lines and making changes to fit existing field conditions. This is expected to add $32,000 to the project cost.

There were other minor deletions and changes to the project resulting in some net savings, bringing the total overrun to an expected $41,600.

There are sufficient funds available in the category of work and all the increase, except $5,400, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $41,600. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: Rick Kuehn
M. G. Fisher
B. M. Walton
Don Trout

81-125-1387

August 6, 1985

Donald W. Thompson, Inc.
P. O. Box 866
North Bend, OR 97459

CON 5

#10,095

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,095 for work on the Tumalt, Tanner, Gorton, Harphan and Viento Creeks Structure Restoration Project on the Columbia River Highway in Multnomah and Hood River Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
James McNamee

**DONALD W. THOMPSON INC.**
General Contractors
1714 HAMILTON • P.O. BOX 866 • NORTH BEND, OR 97459 • 503 – 756-7511

July 16, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

RE: TUMALT, TANNER, GORTON, HARPHAN, & VIENTO CREEKS
STRUCTURE RESTORATION

The following is a list of subcontractors and appropriate bid item information we plan to use for the above mentioned project to satisfy 10% MBE and 2% WBE participation.

TPT Services (DBE)

| | | | Total |
|---|---|---|---|
| Bid Item | #3 | Temp. Signs | 6801.00 |
| | #4 | Temp. Barricades | 200.00 |
| | #7 | Temp. Plastic Safety Markers | 725.00 |
| | #8 | Sequential Arrow Signs | 3600.00 |
| | #13 | Stl. Deck Grating | 39435.00 |
| | | DBE = | $50761.00 |

Service Steel (WBE)

| | | | |
|---|---|---|---|
| Bid Item | #15 | Compression Joint Sealer<br>Type D WBE = | $7648.00 |

Should you have any questions, please do not hesitate to contact me.

Respectfully,

DONALD W. THOMPSON, INC.

David W. Thompson
President

bth

RECEIVED
JUL 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

jc

10

Mai I4-1-1
Tumult

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-2(16)36

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME:
Hood River
Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

6 20 85

4. PROGRAM NO.:

5. ITEM NO.: 40220 & 50065

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to w/att 6/21

RECEIVED
STAT HWY ENGR
JUN 21 '85
REFER TO Potter
FOR

| Info | Insp | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

7. DATE AUTHORIZATION EFFECTIVE: June 19, 1985

8. FEDERAL ROUTE NUMBER: Interstate 84

9. STATE ROUTE NUMBER: Primary 2

10. GENERAL LOCATION:
Tumult, Tanner, Garton, Harphan and Viento
Creek Structures Restoration

11. GENERAL DESCRIPTION OF WORK:
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6-18-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-18-85 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $522,329, Federal Funds $481,691.

A signed copy of the Revised Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

(Increase TEC $43,029 - Federal Funds $39,681)

14. DATE: 6/20/85

15. SIGNATURE OF APPROVING OFFICIAL: G. K.

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Tilac 14-1-1
Tumalt

**STATE OF OREGON** **INTEROFFICE MEMO**

MAI

TO: E. S. Hunter, P.E.
Assistant State Highway Engineer

DATE: April 18, 1985

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT:

Tumalt, Tanner, Gorton, Harphan and Viento
Creeks Structures
Restoration Section
Columbia River Highway
Multnomah and Hood River Counties
Bridges 2062A-A, 2062B-A, 4547C, 173B, 3631C, 172C

The field has expressed serious concern over the current proposal to overlay the culverts on this section.

I recommend that we postpone the project, which has been advertized, until we have time to study the problem.

JMT:smd

APPROVED
E S Hunter
E. S. Hunter
Date 4-19-85

Litchfield
Pls pull the project.
ESH

CC Hart
4-19-85

| RECEIVED STATE HWY ENGR |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| APR 18 '85 |  |  |  |  |  |  |
| REFER TO |  |  |  |  |  |  |
| FOR |  |  |  |  |  |  |
| Info | Invest | R/D | D/R | Sign | Act | File |
|  |  |  |  |  |  |  |

-1387

nig

**U. S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(16)36

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah, Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40220 & 50065

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 4-17-85

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

TUMULT, TANNER, GORTON, HARPHAN, AND VIENTO CREEK STRUCTURES RESTORATION

11. GENERAL DESCRIPTION OF WORK

Restoration, Joint Replacement, and Deck Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4-16-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's April 15, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $479,300; Federal Funds $442,010.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesne

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(12)36

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50065

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/25/84

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Tumult, Gorton, Harphan, & Viento Creek Bridges

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering [illegible] Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $23,900 - FF $22,040
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

[illegible] 40' [illegible] Harphan & Viento

13. REMARKS

As requested by Mr. Potter's PEA dated 10/19/84.

RECEIVED
STATE HWY ENGR
OCT 29 '84
REFER TO Potter
FOR
Info | Inves | R/D | O/R | [illegible] | [illegible] | File

orig. to
10/30

14. DATE 10/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

84-18 ~~1-84~~

# PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Mult. Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01479

SECTION
Tumult, Gorton, Harphan and Viento Creeks BRIDGES

REGION
METRO

Hwy 2.

## SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 626-1966

DATE 8-23-84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 12,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 700 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 400 |
| 905 FINAL DESIGN | | 1,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 300 |
| 906 BRIDGE DESIGN | | 6,000 | 921 SPECIFICA-TIONS | | 2,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | 200 |
| 910 REGION GEOLOGIST | | 500 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 3 RIGHT-OF-WAY LIAISON | | 200 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | 200 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 23,900 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
[illegible]

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
4 Adams
4 Macnab
2 Edwards
Terpin
3 Trout
Wakurlig

RECEIVED
NOV 6 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

NOTED
RICK KUEHN

On HIP

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 3-24-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE 8/28/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE 3/30/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE 8-28-84 |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. Perpin | DATE 8/24/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>10-25-84 | |

734-1914 (7-82)

# PROJEC PROSPECTUS
PART 1 — ROJECT REQUEST

84.18

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01479

SECTION Tumult, Gorton, Harphan and Viento Creeks BRIDGES

REGION Metro

| | | | |
|---|---|---|---|
| STATE HIGHWAY # 2 | HIGHWAY NAME Columbia River Highway | MILE POST FROM 36.18 50.80<br>51.10 & 56.16 | LENGTH |
| URBAN<br>☒ RURAL | CITY | COUNTY Multnomah | ROAD/STREET NAME |
| ROUTE # I-84 | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ | GRADING | (✓) | X | FILES (#) | 0 |
| RIGHT OF WAY | | $ 0 | PAVING | (✓) | | ACRES (#) | 0 |
| ROADWAY | $ | | STRUCTURES | (✓) | X | RELOCATIONS (#) | 0 |
| STRUCTURES | $ ~~120~~ 50 | | SIGNING | (✓) | | WORK BY STATE/CONSULTANT/APPLICANT | |
| SIGNALS | $ | | SIGNALS | (✓) | | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION | (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 20 | | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | N/A |
| | $ | | ENVIRONMENTAL CLASS | (1,2,3) | | RIGHT OF WAY ACQUISITIONS (S,C,A) | N/A |
| 40% ENGINEERING & CONTINGENCIES | $ ~~56~~ 30 | | DESIGN CATEGORY | (1-7) | | CONSTRUCTION BY | |
| TOTAL CONSTRUCTION | | $ ~~196~~ 100 | WORK TYPE | (1-12) | | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ | | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 1st/ 86 | RECOMMENDED FUNDING SOURCE FAI-4R | RECOMMENDED PROGRAM YEAR 1986 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | | |
| STRUCTURES (#) | | |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | | |
| AVERAGE DAILY TRAFFIC | 11,000 to 12,300 | 16,700 to 17,400 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | 2000 |

DEFINE THE PROBLEM

1. MP 36.18 Tumult Cr. 6'X 6'X 115' RCBC Br. #4547
2. MP 50.80 Gorton Cr. 10'X 10'X 146' RCBC Br. #173A
3. MP 51.10 Harphan Cr. 5'X 5'X 425' RCBC Br. #3631A
4. MP 56.16 Viento Cr. 10'X 6'X 354' RCBC Br. #172B
   Bottom slabs badly eroded.

PROPOSED SOLUTION

1. Overlay bottom slabs with conrete.
2. Improve inlet and outlet channels as needed.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE 5/30/84 | | | |
| APPROVED, ASST HWY ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED ASST HWY. ENG FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

## PROJECT PROSPECTUS

PART 1 — PR ECT REQUEST (Cont.)

84-18

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01479

SECTION TUMULT, GORTON, HARPHAN AND VIENTO CREEKS BR.

REGION METRO

## PROJECT JUSTIFICATION

The bottom slabs of the concrete box culverts are eroded to the point that reinforcing steel is exposed. Repair is needed to prevent accelerated deterioration of the structures. Some inlet and outlet channels need to be modified to properly direct the stream flow.

This project should be combined with the Tanner Cr. Bridge Project, Project No. 70, Six-Year Program, Metro Region, Construction Section.

## ADMINISTRATION RECOMMENDATION

84-18

# PROJECT PROSPECTUS
## PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01479

SECTION Tumult, Gorton, Harphan and Viento Creeks BRIDGES

REGION Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | N | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | N | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | N | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | NEW (#) |
| | | | | | | UTILITIES | N | (LIST BELOW) | |

COMPANIES

NONE

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| N/A | N/A | N/A | N/A |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | |

| | |
|---|---|
| DESIGN SPEED | DESIGN STANDARDS |

### TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | | | | | N/A | | | | | | | | |

### PROPOSED

| SUGGESTED BASE DESIGN | | | | | |
|---|---|---|---|---|---|
| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
| | | N/A | | | |

| STRUCTURE DATA | | | | | | | |
|---|---|---|---|---|---|---|---|
| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Frank E. Pespin
Location Engineer
Date 8/24/84

734-1912 (7-82)

[illegible]

[illegible]

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO: IR-84-2(9)40

2. STATE PROJECT NO: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO:

5. ITEM NO: 40220

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/18/84

8. FEDERAL ROUTE NUMBER: Interstate 84

9. STATE ROUTE NUMBER: Primary 2

10. GENERAL LOCATION:
Tanner Creek Bridge Section [illegible] & JOINT [illegible]

11. GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $29,600 - FF $27,297
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS:
As requested by Mr. Potter's PEA dated 6/4/84.

RECEIVED
STATE HWY ENGR
JUN 20 '84
REFER TO
[illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE: 6/18/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10:75

MAI 14-1-1
1-84
Tanner Cr.

84-19

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Mult. Co.

**SEE INSTRUCTIONS ON REVERSE**

KEY ID# 01478

SECTION Tanner Creek Bridge #2062A and #2062B

REGION Metro

I-84 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 626-1962

DATE 5-2-84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 16,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 300 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 1,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | 9,000 | 921 SPECIFICATIONS | | 2,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | 200 |
| 910 REGION GEOLOGIST | | 500 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 3 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 29,600 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IR-84-2(9)40

LOCATION ENGINEER'S REMARKS

1
4
4
2
3
4

RECEIVED

On H.I.P.

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 3-29-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 5/14/84 |
| RECOMMENDED, REGION ENGINEER X | DATE 3/30/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE 5/11/84 |
| RECOMMENDED, LOCATION ENGINEER X | DATE 5/10/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-18-84 | |

734-1914 (7-82)

# PROJECT PROSPECTUS

## PART 1 — PROJECT REQUEST

84-19

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>Tanner Creek Bridge #2062A and #2062B | KEY ID #<br>01478 |
| | REGION<br>Metro |

| | | | |
|---|---|---|---|
| STATE HIGHWAY #<br>2 | HIGHWAY NAME<br>Columbia River Highway | MILE POST<br>FROM 40.14 TO | LENGTH |
| URBAN<br>☐ RURAL | CITY | COUNTY<br>Multnomah | ROAD/STREET NAME |
| ROUTE #<br>I-84 | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ |
| RIGHT OF WAY | | $ |
| ROADWAY | $ | |
| STRUCTURES | $ ~~400~~ 236 | |
| SIGNALS | $ | |
| ILLUMINATION | $ | |
| TEMPORARY PROTECTION | $ 40 | |
| | $ | |
| 40% ENGINEERING & CONTINGENCIES | $ ~~176~~ 110 | |
| TOTAL CONSTRUCTION | | $ ~~616~~ 386 |
| TOTAL ESTIMATE | | $ |

| PROJECT DATA | |
|---|---|
| GRADING (✓) | X |
| PAVING (✓) | X |
| STRUCTURES (✓) | X |
| SIGNING (✓) | |
| SIGNALS (✓) | |
| ILLUMINATION (✓) | |
| | |
| ENVIRONMENTAL CLASS (1,2,3) | |
| DESIGN CATEGORY (1-7) | |
| WORK TYPE (1-12) | |

| RIGHT OF WAY | |
|---|---|
| FILES (#) | 0 |
| ACRES (#) | |
| RELOCATIONS (#) | |
| **WORK BY STATE/CONSULTANT/APPLICANT** | |
| PRELIMINARY ENGINEERING (S,C,A) | S |
| CONSTRUCTION ENGINEERING (S,C,A) | S |
| RIGHT OF WAY DESCRIPTIONS (S,C,A) | N/A |
| RIGHT OF WAY ACQUISITIONS (S,C,A) | N/A |

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 1st/ 86 | RECOMMENDED FUNDING SOURCE<br>I-4R | RECOMMENDED PROGRAM YEAR<br>1986 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 4 | 4 |
| STRUCTURES (#) | 2 | 2 |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | | |
| AVERAGE DAILY TRAFFIC | 12,300 | 17,400 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | 2000 |

DEFINE THE PROBLEM

Deterioration of bridge deck and joints.

PROPOSED SOLUTION

Repair and overlay bridge deck.
Replace joints.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE<br>3/30/84 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

84-19

## PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID # 01478 | |
| SECTION Tanner Creek Bridge #2062A and #2062B | REGION Metro |

## PROJECT JUSTIFICATION

Repairs needed to correct existing deficiencies and to prevent further deterioration of bridge deck and joints.

This project should be combined with the Tumult, Gorton, Harphan and Viento Creeks Bridges project, Project No. 69, Six Year Program, Metro Region, Construction Section.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS
## PART 2 — PROJECT DETAILS

84 -9

SEE INSTRUCTIONS ON REVERSE

NOTE: ATTACH DESCRIPTION AND SKETCH MAP.

KEY 01478

SECTION: Tanner Creek Bridge #2062A and #2062B

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| —95 | N | SIGNS (PERMANENT) | N | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | N | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | NEW (#) |
| | | | | | | UTILITIES | N | (LIST BELOW) | |

COMPANIES: None

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| GHT-OF-WAY LIAISON | No | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | |

DESIGN SPEED: 70

DESIGN STANDARDS: AASHTO

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | | | | | Same × | | | | | | | | |
| PROPOSED | | | | | | | | | | | | | | | | |

### SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

### STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date 5/10/84

734-1912 (7-82)

1985 Airport Terminal Access 10,096
(McMinn.) Sec. at McMinnville
Airport (Grad., and paving)

C&A 8218 - 9-10-84

10,096

# OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** DATE: September 27, 1989

CITY: McMinnville AGREEMENT NO.: 8218 PROJECT NO.: M4555(1)(2)

CONTRACT NO.: 10096 SECTION: Airport Terminal Access

Preliminary Engineering Prefix: C336-1990

| | Participating | Nonparticipating |
|---|---|---|
| Project Manager | $ 145.20 | $ |
| Final Design | 1,355.38 | |
| Region Geology | 192.14 | |
| Program Section | 87.23 | |
| Specifications | 1,876.81 | |
| Environmental Studies | 1,087.95 | |
| Payments to Local Governments | 6,124.44 | |
| Surfacing Design | 1,589.07 | |
| Preliminary Design | 13.69 | |
| Audits | 386.59 | |
| Total P. E. Cost | $ 12,858.50 | $ |

*Note: $112.29 has been charged to this E.A. since the post final voucher.

Construction Engineering E.A. No. C10096

| | | Participating | Nonparticipating |
|---|---|---|---|
| Payment to Contractor | | $ 72,451.21 | $ |
| Interest on Final Payment | | | 190.51 |
| Construction Section | | 1,034.47 | 110.00 |
| Accounting Section | | 450.99 | |
| Field Testing | | | 1,216.94 |
| Field Engineering | | | |
| State | $ 145.71 | | 1,317.31 |
| City | 9,107.73 | 9,253.44 | |
| Technical Services | | 413.87 | |
| Materials Testing | | 826.04 | |
| Audit | | 563.88 | |
| Utility Liaison | | 27.37 | |
| Total Const. Cost | | $ 85,021.27 | $ 2,834.76 |

*Note $1,276.17 are nonparticipating in excess of 15% for construction engineering.

Summary:

| | |
|---|---|
| Participating P. E. Cost | $ 12,858.50 |
| Participating Const. Cost | 85,021.27 |
| Total Participating Cost | $ 97,879.77 |

Federal Funds

| | | |
|---|---|---|
| P. E. (88.15%) | $ 11,334.77 | |
| Const. (88.15%) | 74,946.24 | (86,281.01) |
| Subtotal | | $ 11,598.75 |
| Less State Share | | (5,799.38) |
| Plus Nonparticipating Cost | | 2,834.76 |
| Less City's Advance Deposit AD #85-84 | | (5,500.00) |
| Credit for Work Performed by City (14,692.08 ÷ .94075) - 14,692.08 | | (925.33) |
| BALANCE OWED BY CITY | | $ 2,208.80 |

10,096

7-1-89

```
PAGE     1

                    JOB COST SUMMARY RUN ON  09-21-89
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 09/17/89
                       FOR EXPENDITURE ACCOUNT C10096

                                              CREW   MSA        CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------         ----------
C10096    000    010      001        0521                                       10.09 -acc
C10096    000    010      001        0813                                    1,202.75 -const
C10096    000    010      001        0821                                      371.81 -const
C10096    000    010      001        8013                                     -685.08 - F.E
OBJ-DETAIL 001                                                                 899.57

ACTIVITY   010                                                                 899.57 SUBTOTAL

C10096    000    050      001        0500                                      531.88
OBJ-DETAIL 001                                                                 531.88

C10096    000    050      548        0966                                       32.00
OBJ-DETAIL 548                                                                  32.00

ACTIVITY   050                                                                 563.88 SUBTOTAL - audit

C10096    000    899      001        0521                                       10.09
OBJ-DETAIL 001                                                                  10.09 -acc

C10096    000    899      136        0500                                        6.36  acc
OBJ-DETAIL 136                                                                   6.36

C10096    000    899      299        0523                                     -591.09 *** -F.E
OBJ-DETAIL 299                                                                -591.09

C10096    000    899      302        R
OBJ-DETAIL 302

C10096    000    899      550        8215                                       14.00
OBJ-DETAIL 550                                                                  14.00 - F.E

C10096    000    899      555        0521                                       10.02
OBJ-DETAIL 555                                                                  10.02 - F.E

C10096    000    899      598        0521
C10096    000    899      598        0600
C10096    000    899      598        2000
C10096    000    899      598        2042
OBJ-DETAIL 598

C10096    000    899      599        0600
OBJ-DETAIL 599

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  09-21-89
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 09/17/89
                          FOR EXPENDITURE ACCOUNT C10096

                                        CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----         -------        ----------
ACTIVITY    899                                                             ~~-550.62~~ SUBTOTAL

C10096     000    900      001        2042
OBJ-DETAIL 001

C10096     000    900      030        2042                                     26.52
OBJ-DETAIL 030                                                                 26.52

C10096     000    900      032        2042                                     26.52
OBJ-DETAIL 032                                                                 26.52

C10096     000    900      470        2060                                     22.40
OBJ-DETAIL 470                                                                 22.40

C10096     000    900      550        2042                                    100.20
OBJ-DETAIL 550                                                                100.20

ACTIVITY    900                                                               175.64 SUBTOTAL -F.E

C10096     000    901      001        2010                                    143.43
C10096     000    901      001        2060                                    331.01
OBJ-DETAIL 001                                                                474.44

ACTIVITY    901                                                               474.44 SUBTOTAL -F.E.

C10096     000    905      001        7364                                     62.15
OBJ-DETAIL 001                                                                 62.15

C10096     000    905      504        0100                                    252.00
C10096     000    905      504        7361                                     16.59
OBJ-DETAIL 504                                                                268.59

ACTIVITY    905                                                               330.74 SUBTOTAL -fac. supp

C10096     000    914      001        7783                                     27.37
OBJ-DETAIL 001                                                                 27.37

ACTIVITY    914                                                                27.37 SUBTOTAL -utilities

C10096     000    920      001        0600                                     18.53
OBJ-DETAIL 001                                                                 18.53

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  09-21-89
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 09/17/89
                          FOR EXPENDITURE ACCOUNT C10096

                                         CREW   MSA       CURRENT     BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH         DATE
--        ------ -------- ---------- ------ -----       -------     ----------
ACTIVITY    920                                                         18.53 SUBTOTAL -tcc supp

C10096    000     921      136        0500                               3.70
OBJ-DETAIL 136                                                           3.70

ACTIVITY    921                                                          3.70 SUBTOTAL -tcc supp

C10096    000     923      001        7530                              39.12
OBJ-DETAIL 001                                                          39.12

ACTIVITY    923                                                         39.12 SUBTOTAL -tcc supp

C10096    000     940      001        8221                              87.28
OBJ-DETAIL 001                                                          87.28

C10096    000     940      551        1094                              68.00
C10096    000     940      551        2042                             481.00
C10096    000     940      551        8215                              70.00
C10096    000     940      551        9997                             119.76
OBJ-DETAIL 551                                                         738.76

ACTIVITY    940                                                        826.04 SUBTOTAL -mat'l testing

C10096    000     990      001        0521                               9.00
OBJ-DETAIL 001                                                           9.00

ACTIVITY    990                                                          9.00 SUBTOTAL -acc

SUB-JOB     000 SUBTOTAL                                            ~~2,017.01~~

C10096    001     010      001        8013                             685.08
OBJ-DETAIL 001                                                         685.08

ACTIVITY    010                                                        685.08 SUBTOTAL -FE
                                                                                          N.P.
C10096    001     899      349        0521                             190.51
OBJ-DETAIL 349                                                         190.51

ACTIVITY    899                                                        190.51 SUBTOTAL -Interest
                                                                                          N.P.
C10096    001     900      001        2042                           1,216.94
OBJ-DETAIL 001                                                       1,216.94


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                              JOB COST SUMMARY RUN ON  09-21-89
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                   PAYROLL CHARGES ARE LOADED
                                 CHARGES ARE CURRENT TO 09/17/89
                                 FOR EXPENDITURE ACCOUNT C10096

                                            CREW   MSA            CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C10096    001    900      131        0955                                       35.37
C10096    001    900      131        2000                                        5.77
OBJ-DETAIL 131                                                                  41.14

ACTIVITY   900                                                            1,258.08 SUBTOTAL -F.E. N.P.

SUB-JOB    001 SUBTOTAL                                                   ~~2,153.67~~

C10096    010    899      299        0523                                      591.09 ***-F.E. N.P.
OBJ-DETAIL 299                                                                591.09

C10096    010    899      300        0100                                      110.00
OBJ-DETAIL 300                                                                110.00 - Const N.P.

ACTIVITY   899                                                              ~~701.09~~ SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                     ~~701.09~~

C10096    011    050      001        0570                                      415.45
OBJ-DETAIL 001                                                                415.45-acc

ACTIVITY   050                                                              ~~415.45~~ SUBTOTAL

C10096    011    899      199        0100                                       21.78
OBJ-DETAIL 199                                                                 21.78 -tele Supp

C10096    011    899      299        0500                                  ~~-2,013.52~~ ***
C10096    011    899      299        2060                                     -540.09 *** - city billing
OBJ-DETAIL 299                                                           ~~-1,473.43~~

C10096    011    899      300        0100                                   72,451.21
OBJ-DETAIL 300                                                             72,451.21 contract payment

C10096    011    899      302        R
OBJ-DETAIL 302

C10096    011    899      341        2060                                    8,567.64
OBJ-DETAIL 341                                                              8,567.64 city payment

ACTIVITY   899                                                         ~~79,567.20~~ SUBTOTAL

C10096    011    900      001        8067                                      207.69

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  09-21-89
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 09/17/89
                         FOR EXPENDITURE ACCOUNT C10096

                                             CREW   MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--       ------ -------- ---------- ------ -----         -------       ----------
OBJ-DETAIL 001                                                             207.69

ACTIVITY   900                                                             207.69 SUBTOTAL -FE

SUB-JOB    011 SUBTOTAL                                                ~~80,190.34~~

C10096   020    899      299        0500                                ~~2,013.52~~ ***
OBJ-DETAIL 299                                                          2,013.52

ACTIVITY   899                                                          2,013.52 SUBTOTAL

SUB-JOB    020 SUBTOTAL                                                 ~~2,013.52~~

EA         C10096 TOTAL                                                87,856.03


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,096

9-14-89

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PAGE     1

                        JOB COST SUMMARY RUN ON  09-14-89
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 09/09/89
                           FOR EXPENDITURE ACCOUNT C3361990

                                           CREW   MSA         CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--         ------ -------- ---------- ------ -----        -------       ----------
C3361990 000     010      001        0521
OBJ-DETAIL 001

ACTIVITY   010                                                                     SUBTOTAL

C3361990 000     899      312        7530                                  801.85
OBJ-DETAIL 312                                                             801.85

ACTIVITY   899                                                             801.85 SUBTOTAL -Env.

C3361990 000     905      130        7300                                   10.50
OBJ-DETAIL 130                                                              10.50

C3361990 000     905      504        0100                                  258.30
OBJ-DETAIL 504                                                             258.30

ACTIVITY   905                                                             268.80 SUBTOTAL -final design

C3361990 000     914      001        7783
OBJ-DETAIL 001

ACTIVITY   914                                                                     SUBTOTAL

C3361990 000     921      136        0500                                  573.70
OBJ-DETAIL 136                                                             573.70

C3361990 000     921      501        7200                                    8.50
OBJ-DETAIL 501                                                               8.50

C3361990 000     921      504        0100                                  152.40
OBJ-DETAIL 504                                                             152.40

ACTIVITY   921                                                             734.60 SUBTOTAL -spec

C3361990 000     923      001        7530
OBJ-DETAIL 001

C3361990 000     923      312        7530                                  186.82
OBJ-DETAIL 312                                                             186.82

ACTIVITY   923                                                             186.82 SUBTOTAL -env

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                     JOB COST SUMMARY RUN ON  09-14-89
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 09/09/89
                      FOR EXPENDITURE ACCOUNT C3361990

                                        CREW   MSA        CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--        ------ -------- ---------- ------ -----        -------      ----------
SUB-JOB     000 SUBTOTAL                                                1,992.07

C3361990 011    050       001       0500                                  354.59
OBJ-DETAIL 001                                                            354.59

C3361990 011    050       548       0966                                   32.00
OBJ-DETAIL 548                                                             32.00

ACTIVITY    050                                                           386.59 SUBTOTAL -audit

C3361990 011    899       299       0100                                4,131.77 ***
C3361990 011    899       299       0500                                ~~-74.54~~ ***
C3361990 011    899       299       0523                                  335.92 ***
OBJ-DETAIL 299                                                          4,393.15

C3361990 011    899       341       2060                                6,124.44
OBJ-DETAIL 341                                                          6,124.44

ACTIVITY    899                                                        10,517.59 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                               10,904.18

C3361990 020    899       299       0500                                   74.54 ***
OBJ-DETAIL 299                                                             74.54

ACTIVITY    899                                                            74.54 SUBTOTAL

SUB-JOB     020 SUBTOTAL                                                   74.54

EA          C3361990 TOTAL                                             12,970.79
                                                                       12,971

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,096

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-1-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

*(For use of Paying Office)*

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 06-19-85
TO 05-27-88 (Post)

FEDERAL AID PROJECT NO.
M 4555(2)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

PPN
32

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $ 87,856.03 | $ 85,021.27 | .8815 | $ 74,946.24 | $ 74,946.24 | -0- |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

STATE HIGHWAY AGENCY
Oregon

DATE
August 14,1989

SIGNATURE OF AUTHORIZED OFFICIAL

Assistant Controller

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
*(SIGN ORIGINAL ONLY)*

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

'10 [illegible]

| STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT | | | | | | |
|---|---|---|---|---|---|---|
| ITEM NO. | ITEM | QUANITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
| | Airport Terminal Access (McMinnville) Section<br>City Street<br>Yamhill County | | | | | |
| | Construction<br>Type Code 1000<br>Roadway (Sta. "A" 0 + 12.00 to Sta. "A" 6 + 56.32) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $ 73,441.21 | |
| | TOTAL CONSTRUCTION Cost | | | | $ 73,441.21 | |
| | Construction Engineering | | | | | |
| | | | | | 73 | |
| | City of McMinnville | | All Required | | $ 9,107.33 | 45 |
| | State | | All Required | | $ 2,898.85 | |
| | Liquidated Damages | | All REquired | | $ (990.00) | |
| | TOTAL CONSTRUCTION ENGINEERING | | | | $ 11,016.18 | |
| | Miscellaneous Project Costs | | | | | |
| | Audit Costs | | All Required | | $ 563.-8 | |
| | TOTAL PARTICIPATING COSTS | | | | $ 85,021.27 | |
| | Non-Participating Cost | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $ 110.00 | |
| | Interest on Vendor Payments | | All Requried | | $ 190.51 | |
| | Construction Engineering | | All Required | | $ 2,534.25 | |
| | TOTAL NON-PARTICIPATING COST | | | | $ 2,834.76 | |
| | TOTAL PROJECT COST | | | | $ 87,856.03 | |
| | AMOUNT CARRIED FORWARD ....... | | | | | |

336-1990

(ORIGINAL)

| | |
|---|---|
| FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966<br>U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION<br>**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED** | STATE VOUCHER NO. |
| | FHWA VOUCHER NO. |
| APPROPRIATION | FHWA SCHEDULE NO. |
| THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*<br>Treasurer of the State of Oregon | PAID BY |
| ADDRESS<br>Capitol Building<br>Salem, OR 97310 | *(For use of Paying Office)* |

| | | | |
|---|---|---|---|
| STATE<br>Oregon | | VOUCHER TYPE *(Check Appropriate Block)*<br>☐ CURRENT BILLING | |
| VOUCHER PERIOD | FROM<br>10/09/84 | ☐ OTHER PROGRESS | FEDERAL AID PROJECT NO.<br>M-4555(1) |
| | TO<br>6/18/85 (Post) | ☒ FINAL VOUCHER (*) | |

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| 12,858.50 | 12,858.50 | .8815 | 11,334.77 | 11,334.77 | -0- |

W32

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| Oregon | 7/20/87 | Controller |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

| | |
|---|---|
| AMOUNT SUBMITTED | 0.00 |
| ADJUSTMENTS | |
| AMOUNT APPROVED | |

SIGNATURE OF FHWA REPRESENTATIVE
*(SIGN ORIGINAL ONLY)*

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | McMINNVILLE AIRPORT TERMINAL ACCESS<br>CITY STREET<br>YAMHILL COUNTY | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | Work by City of McMinnville | All Required | | | $ 6,124.44 | |
| | State | All Required | | | 5,545.62 | |
| | **TOTAL PARTICIPATING PRELIMINARY ENGINEERING** | | | | **$11,670.06** | |
| | Misc. Project Cost | | | | | |
| | Audit Expense | All Required | | | $ 386.59 | |
| | Type Code Y070 | | | | | |
| | Archeological Salvage | All Required | | | $ 801.85 | |
| | **TOTAL PROJECT COST** | | | | **$12,858.50** | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 7/09/87. | | | | | |
| | **AMOUNT CARRIED FORWARD .....** | | | | | |

```
                              336  1984   920   00 P 1            .16CR        35.18           52.57
                                          TOT   P1                .16CR        39.43          140.15
                                       ** JOB TOTALS **           .16CR**      39.43  **      140.15  **

  AIRPORT TERMINAL ACCESS   CONT NO     FA PROJ NOS M   4555001 100                                        STATE
                              336  1990   296   00 N 9          374.41CR    1,729.43CR     1,729.43CR
                              336  1990   298   00 N 9          374.41      1,729.43       1,729.43
                              336  1990   901   00 P 1           18.50        145.20         145.20
                              336  1990   905   00 P 1          649.61        684.63         684.63
                              336  1990   910   00 P 1             .87CR      192.14         192.14
                              336  1990   918   00 P 1                          5.02           5.02
                              336  1990   920   00 P 1           87.23         87.23          87.23
                              336  1990   921   00 P 1        1,133.71      1,133.71       1,133.71
                              336  1990   922   00 P 1             .04CR        8.67           8.67
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          JUNE 1985        PAGE 1075

                                                                   FISCAL          GRAND TOTAL
      DESCRIPTION              PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                              336  1990   923   00 P 1          286.10        286.10         286.10
                              336  1990   933   00 P 1            4.39CR    1,589.07       1,589.07
                                          TOT   P1            2,169.85      4,131.77       4,131.77
                                       ** JOB TOTALS **       2,169.85  **  4,131.77  **   4,131.77  **

  SPTC @ 3RD & 4TH STS      CONT NO     FA PROJ NOS RRP 000S061 100                                        STATE
                              336  1993   296   00 N 9                          3.27CR         3.27CR
                              336  1993   298   00 N 9                          3.27           3.27
                              336  1993   903   00 P 1                          3.63           3.63
                              336  1993   905   00 P 1            2.70          2.70           2.70
                                          TOT   P1                2.70          6.33           6.33
                                       ** JOB TOTALS **           2.70  **      6.33  **       6.33  **

  SLEEPY HOLLOW BRIDGE      CONT NO     FA PROJ NOS SOS 0300005 100                                        STATE
                              403  1906   598   00 N 9                                       609.57CR
                              403  1906   903   00 P 1                                       609.57
                                          TOT   P1                                           609.57
                                          TOT   N9                                           609.57CR
                                       ** JOB TOTALS **                 **            **               **

  SKOGAN ROAD @ 362ND       CONT NO   * FA PROJ NOS SOS 0300008 100                                        STATE
                              403  1908   598   00 N 9                                     3,515.67CR
                              403  1908   903   00 P 1                                     3,515.67
                                          TOT   P1                                         3,515.67
                                          TOT   N9                                         3,515.67CR
                                       ** JOB TOTALS **                 **            **               **
                              JOB COST SUMMARY RUN ON  10-27-87
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 10/24/87

                                          CREW   MSA          CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--         ------ -------- ---------- ------ -----          -------        ----------
C3361990 000                 312        7530                                    801.85
OBJ-DETAIL 312                                                                  801.85

C3361990 000                 501        7200                                      8.50
OBJ-DETAIL 501                                                                    8.50

C3361990 000                 504        7000                                    143.65
C3361990 000                 504        7300                                    258.30
OBJ-DETAIL 504                                                                  401.95 90

ACTIVITY                                                                      1,212.30 SUB

C3361990 000     010         001        0521
OBJ-DETAIL 001

ACTIVITY    010                                                                        SUB

C3361990 000     905         130        7300                                     10.50
OBJ-DETAIL 130                                                                   10.50

C3361990 000     905         504        0100                                    258.30
OBJ-DETAIL 504                                                                  258.30

ACTIVITY    905                                                                 ~~268.80~~ SUB
                                                                                670.75
C3361990 000     914         001        7783
OBJ-DETAIL 001

ACTIVITY    914                                                                        SUB

C3361990 000     921         136        0500                                    573.70
OBJ-DETAIL 136                                                                  573.70

C3361990 000     921         501        7200                                      8.50
OBJ-DETAIL 501                                                                    8.50

C3361990 000     921         504        0100                                    152.40
OBJ-DETAIL 504                                                                  152.40

ACTIVITY    921                                                                 ~~734.60~~ SUB
                                                                              ✓ 743.10
C3361990 000     923         001        7530
OBJ-DETAIL 001


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
10-27-87
 CREW-NUMBER
OADED
0/24/87

       CURRENT          BALANCE TO
        MONTH              DATE
       -------          ----------
                            801.85
                            801.85 - 923

                              8.50 -921
                              8.50

                            143.65
                            258.30
                            401.95 -905 ✓

                          1,212.30 SUBTOTAL



                                   SUBTOTAL

                             10.50
                             10.50

                            258.30
                            258.30

                            268.80 SUBTOTAL ✓
                            670.75


                                   SUBTOTAL

                            573.70
                            573.70

                              8.50
                              8.50

                            152.40
                            152.40

                            734.60 SUBTOTAL ✓
                         ✓ 743.10
```

```
                                JOB COST SUMMARY RUN ON   10-27-87
                           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                                CHARGES ARE CURRENT TO 10/24/87

                                                      CREW    MSA              CURRENT          BALANCE TO
EA            SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD              MONTH              DATE
--            ------ -------- ---------- ------ -----             -------          ----------
ACTIVITY    923
                                                                                          801.85  SU
SUB-JOB      000 SUBTOTAL
                                                                                        2,215.70

C3361990 001       900          131           0955
C3361990 001       900          131           2000
OBJ-DETAIL 131

ACTIVITY    900
                                                                                                   SUB
SUB-JOB      001 SUBTOTAL

C3361990 011                                  0100
OBJ-DETAIL                                                                              4,131.77 ***
                                                                                        4,131.77

C3361990 011                    341           2060
OBJ-DETAIL 341                                                                          6,124.44
                                                                                        6,124.44

ACTIVITY
                                                                                       10,256.21 SUB

C3361990 011       020          548           0966
OBJ-DETAIL 548

ACTIVITY    020
                                                                                                   SUB
C3361990 011       050          001           0500
OBJ-DETAIL 001                                                                            354.59
                                                                                          354.59

C3361990 011       050          548           0966
OBJ-DETAIL 548                                                                             32.00
                                                                                           32.00

ACTIVITY    050
                                                                                          386.59 SUB
SUB-JOB      011 SUBTOTAL
                                                                                       10,642.80
EA              C3361990 TOTAL
                                                                                       12,858.50


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
10-27-87
L CREW-NUMBER
UADED
0/24/87

      CURRENT          BALANCE TO
       MONTH              DATE
      -------          ----------
                           801.85 SUBTOTAL

                         2,215.70



                                  SUBTOTAL



                         4,131.77 ***
                         4,131.77

                         6,124.44    130
                         6,124.44

                        10,256.21 SUBTOTAL


                                  SUBTOTAL

                           354.59
                           354.59

                            32.00
                            32.00

                           386.59 SUBTOTAL - audit

                        10,642.80

                        12,858.50
```

Form 81-734-3049X

EXAMPLE A
OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET .......... OF .......... SHEETS

| | 6-85 | | 6-85 | | 6-85 | | Total | | 6-85 | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 700<br>1 | 145.20 | 33 | 1589.07 | 900 | 145.20 | | 145.20 | 925 | | | |
| 2 | | 34 | | 901 | | | | 926 | | | |
| ~~01~~<br>3 | | 934<br>35 | | 901 | | | | 927 | | | |
| 01<br>4 | | ~~944~~<br>36 | | 902. | | | | 929 | | | |
| 05<br>5 | 684.63 | 37 | | 903 | | | | 930 | | 6124.44 | 6124.44 |
| 05<br>6 | | ~~925~~<br>38 | | 903 | | | | 932 | | | |
| 04<br>7 | | 49 | | 904 | | | | 933 | 1589.07 | | 1589.07 |
| 09<br>10 9 | | 020<br>50 | | 905 | 684.63 | 670.75 | 1355.38 | 934 | | | |
| 08<br>10 | 192.14 | 913<br>55 | | 906 | | | | 936 | | | |
| 11 | | 970<br>60 | | 907 | | | | 937 | | | |
| 15<br>12 | | 961<br>980 80 | | 908 | 192.14 | | 192.14 | 938 | | | |
| 13 | | | | 909 | | | | 949 | | | |
| 14 | | | | 910 | | | | 960 | | | |
| 50<br>15 | | | | 911 | | | | 961 | | | |
| 16 | | | | 91 | | | | 962 | | | |
| 18 | 5.02 | | | 912. | | | | 963 | 5.02 | | 5.02 |
| 70<br>19 | | | | 913 | | | | 964 | 8.67 | | 8.67 |
| 20 | 87.23 | | | 914 | | | | 980 | | | |
| 21 | 1133.71 | | | 9.. | | | | 990 | | | |
| 22 | 8.67 | | | 915 | | | | 020 | | | |
| 23 | 286.10 | | | 916 | | | | 050 | | 386.59 | 386.59 |
| 70<br>24 | | | | 917 | | | | | | | |
| [illegible] | | | | 920 | 87.23 | | 87.23 | | 4131.77 | | 12856.50 |
| ~~23~~<br>26 | | | | 921 | 1133.71 | 743.10 | 1876.81 | | | | |
| 27 | | | | 923 | 286.10 | 801.85 | 1087.95 | | | | |
| ~~14~~<br>32 | | | | 923 | | | | | | | |

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

**STATE COP**

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Yamhill | DIVISION<br>Oregon |
| DATE OF REPORT<br>5/22/87 | REPORT MADE BY<br>D. B. Carter, Area Engineer | | PROJECT NO.<br>M-4555(2) |
| COMPLETION DATE (Actual)<br>10/11/85 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>6/27/86 | TIME ELAPSED<br>SEE BELOW % | CONTRACT TIME<br>S.C.D.<br>9/30/85 |

LOCATION

"A" Street (FAU 4555), City of McMinnville, Yamhill County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## AIRPORT TERMINAL ACCESS (MC MINNVILLE) SECTION
## SELECTED FAU STREETS
## Grading & Paving

This project provided for the construction of an airport terminal access road from the Salmon River Highway to ther terminal, approximately 650 feet.

The project was awarded to Martin and Wright Paving, Inc., of McMinnville,OR in the amount of $75,836.25. The final cost of the original bid items was $77,556.91, or a 2.3 percent overrun of the contract bid amount. The final cost of the project including all changes and engineering was $81,558.16.

All anticipated work has been completed.

A final inspection of the completed work was made on December 23, 1985.

The contract provided for a specified completion date of September 30, 1985. The project was completed on October 11, 1985 which resulted in a time overrun of 11 calendar days. The contractor requested a time extension and was granted 3 additional calendar days. Therefore there remains 8 calendar days of liquidated damages charged under the contract.

- DBC -

RECEIVED
STATE HWY ENGR
MAY 28 '87
REFER TO
Fredrickson

cy
5/29

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>David B Carter | | SIGNATURE | |
| TITLE<br>Area Engineer | DATE<br>5/27/87 | TITLE<br>District Engineer A | DATE<br>5/27/87 |

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,096

March 5, 1987

Industrial Indemnity Company
of the Northwest
421 SW Sixth Avenue
Portland, OR 97204

On July 2, 1986, we notified you that the final payment would be released after July 8, 1986, on Contract No. 10,096 with Martin and Wright Paving, Inc., for work on the Airport Terminal Access (McMinnville) Project.

Our Accounting office has now notified us that the final payment on that contract was $1,027.42 and the final contract amount was $72,561.21.

We are sorry of the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Martin & Wright Paving, Inc.
103 Booth Bend Road
McMinnville, OR 97128

10,096

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10096

**TO:** Robert Gormsen
Manager, Commission Services

**DATE:** June 27, 1986

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10096, On Site Work Substantially Completed October 11, 1985

All Work Completed January 27, 1986

Project Airport Terminal Access (McMinnville)

Highway Selected FAU Street

County Yamhill

Type of Work Grading and Paving

Contractor Martin & Wright Paving, Inc.

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

7-2-86 - Surety letter written.

RECEIVED
JUL 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,01

May 20, 1986

CON 5

Martin & Wright Paving, Inc.
103 Booth Bend Road
McMinnville, OR 97128

Time Extension Request
Airport Terminal Access (McMinnville)
Contract No. 10096
FAP No. M-4555(2)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

Bids were received for this project on July 11, 1985, and the contract and bond forms were mailed to you on August 2, 1985, an elapsed time of 22 days. The contract provides that if more than 20 days elapse between bid opening and the mailing of the contract and bond forms, consideration will be given to the granting of an extension of contract time. A contract time adjustment of an additional two calendar days is granted for this reason.

Through a misunderstanding of concrete mix design requirements, the State delayed your concrete curb work for one day. A contract time adjustment of one calendar day is granted for this reason.

The adjusted contract time of completion for this contract is October 3, 1985. There remain eight calendar days of liquidated damages under this contract. Should you wish further review of this matter, or to submit additional data, please contact the Project Manager.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
W. G. Anhorn w/att.
Bob Rankin, City of McMinnville w/att.
FHWA w/att.
Bruce Walton - NOTE: 2 CD "P"; 1 CD "N"

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: O.B. Jackmond
CONTRACT ADMINISTRATION ENGINEER

DATE: May 1, 1986

SUBJECT: Airport Terminal Access (McMinnville)
Selected FAU Streets
Yamhill County
Contract No. 10096

On October 2, 1985, the contractor submitted through the City of McMinnville a request for adjustment of contract time. On October 10, 1985, Region notified the contractor (Martin and Wright Paving, Inc.) that his request was incomplete and must be revised. Region was unable to analyze the request because of additional information needed from the contractor, such as specific dates covering the time extension request, and specific number of days requested for each item. Martin and Wright Paving revised and resubmitted their request for a time extension, over the telephone, on April 16, 1986. The contractor requested an adjustment of contract time of 11 calendar days. We recommend three additional calendar days be granted as per subsections 108.09 (a) and (c). I have attached correspondence and pertinent discussions with the contractor and the City of McMinnville to support the following:

Award of contract:
Thursday, July 11, 1985: Bid proposals were opened and received for work on the project. Program Section requested advance deposit from City.

Tuesday, July 16, 1985: The Oregon Transportation Commission accepted the contractor's bid for work on the Airport Terminal Access project.

Thursday, August 1, 1985: All contract conditions were satisfied and the State Highway Engineer awarded Contract No. 10096 to Martin and Wright Paving, Inc.

Friday, August 2, 1985: Letter confirming award to contractor was sent to contractor by Commission Services.

RECEIVED
MAY 2 1986
CONSTRUCTION SECTION

OM ____
AM ____
FO ____
SPC
SA ____
FE ____
PQC ____
QCS ____
FILE ____

81-125-1387

I recommend we allow two additional calendar days because 22 days elapsed between the date on which the proposal was opened and the date on which the contract and bond was submitted to the contractor. Subsection 103.08 states that ... "consideration will be given by the division to the granting of an extension of the time allowed the contractor for completion of the work to cover and offset any delay in work completion actually occasioned by said elapse of more than 20 days."

> Curb and sidewalk concrete pour:
> Thursday, September 19, 1985: City of McMinnville called and said McMinnville Ready-Mix will be pouring curbs on project Monday, September 22.
>
> Friday, September 20, 1985: State erroneously told City of McMinnville contractor must have approved mix design for curb and sidewalk pour. In fact, a 5 sack, 3,000 psi commercial concrete was spec'd.
>
> Monday, September 23, 1986: State called Bob Rankin (City of McMinnville) and explained that no mix design was necessary; special provisions called for a 5 sack, 3,000 psi. Commercial Concrete.
>
> Tuesday, September 24, 1986: Curbs poured on project.

I recommend we allow one additional calendar day for not allowing the contractor to pour the curbs on the day scheduled.

We recommend an adjustment in contract time of three calendar days; there would remain eight calendar days of liquidated damages on this project.

5-16-86

Ken Husby
Kenneth E. Husby
REGION CONSTRUCTION ENGINEER

W.E. Schwartz -

I concur with Region and recommend a time extension of 3 calendar days.

KEH/JRS/kjp [redacted]

0430K1

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: January 23, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-4555(2)

Contract 10096, Work Completed October 11, 1985

Project Airport Terminal Access (McMinnville)

Highway Selected FAU Street

County Yamhill

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Dec. 23, 1985

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
FEB 5 '86
REFER TO
FOR
Info Inves R/D File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

RECEIVED
JAN 24 1986
OREGON DIVISIO

734-2023 (2-85)

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION:

WEEK ENDING: October 11, 1985

SECTION PREFIX: C10096

HIGHWAY: Selected FAU Street

COUNTY: Yamhill

NAME OF JOB: AIRPORT TERMINAL ACCESS(McMINNVILLE)

KIND OF WORK: Grading and Paving

CONTRACTOR: MARTIN & WRIGHT PAVING, INC.

CONTRACT NUMBER: 10,096

FEDERAL AID PROJECT NUMBER: M-4555(2)

DATE OF CONTRACT: August 01, 1985

DATE WORK STARTED: August 26, 1985

ESTIMATED COMPLETION DATE: October 11, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED: 5

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: September 30, 1985

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 86,832.51

EXCLUSIVE OF ENGINEERING: $ 79,249.88

ENGINEERING AUTHORIZATION: $ 7,583.63

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $

ENGINEERING COST TO DATE: $ 7,479.40

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . . ____%

PERCENT OF AUTHORIZATION . . . . . 98.6%

DATE PROJECT WAS COMPLETED: October 11, 1985

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | ~~OIL AND/OR~~ PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | 100% | 100% | 100% | 100% | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.12 | | | | 0.12 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.12 | | | | 0.12 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: Grader, rollers, paving machine

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | Cloudy 40-60° | 1 | | |
| TUESDAY | Clear 41-55° | 1 | | |
| WEDNESDAY | Clear 31-60° | 1 | | |
| THURSDAY | Cloudy 45-60° | 1 | | |
| FRIDAY | Clear 50-60° | 1 | | |
| SATURDAY | | | | F |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| 10-07-85<br>MONDAY | Martin & Wright worked on getting rock ready for paving, not approved by 5:30 pm |
| 10-08-85<br>TUESDAY | Rock was measured for payment att8 am<br>Martin & Wright paved first 1 1/2 inch lift, starting at 11:30<br>More sidewalk was poured. |
| 10-09-85<br>WEDNESDAY | Martin & Wright paved top 1 1/2 inch lift, starting at 10:30 completed by 5 pm |
| 10-10-85<br>THURSDAY | Martin & Wright worked on cleanup & sidewalk/driveway forms |
| 10-11-85<br>FRIDAY | Martin & Wright finished sidewalk/driveway forms and poured same. |
| SATURDAY | |

## REMARKS

Project was completed on October 11, 1985

SIGNED Robert E. Rankin LOCATION McMinnville, Or

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

N

| TO BE COMPLETED BY FHWA | U.S. Department of Transportation<br>Federal Highway Administration | STATE<br>Oregon |
|---|---|---|
| 10,[illegible] 8-40 | **FEDERAL-AID PROJECT AGREEMENT** | COUNTY<br>Yamhill |
| | | PROJECT NO.<br>M-4556(2) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Airport Terminal Access (McMinnville) Sec.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-19-85 | 0.122 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 88.15%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 86,832.00 | $ 76,543.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By ______

Manager, Program Section
*(Title)*

XXXFor: E.S. Hunter

Acting State Highway Engineer
*(Title)*

By ______

______
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator AUG 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 9, 1985

Federal Aid Project No. M-4555(2)

Airport Terminal Access (McMinnville) Section
City Street
Yamhill County

## PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "A" 0+12.00 to Sta. "A" 6+56.32)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 1,430.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 1,792.00 |
| Temporary Signs | Sq. Ft. | 142 | 8.00 | 1,136.00 |
| Temporary Barricades | Each | 2 | 150.00 | 300.00 |
| Flaggers | Hour | 40 | 22.00 | 880.00 |
| ROADWORK | | | | |
| General Excavation | Cu. Yd. | 2,213 | 2.50 | 5,532.50 |
| Trench Excavation | Cu. Yd. | 105 | 4.00 | 420.00 |
| Granular Backfill | Cu. Yd. | 376 | 7.75 | 2,914.00 |
| Obliteration of Old Roadway | Lump Sum | All | Lump Sum | 660.00 |
| Aggregate Base | Sq. Yd. In. | 61,000 | 0.30 | 18,300.00 |
| Class "C" Asphalt Concrete, 3-inches thick | Sq. Yd. | 3,927 | 4.90 | 19,242.30 |
| 12-inch Culvert Pipe | Lin. Ft. | 110 | 8.00 | 880.00 |
| 12-inch Storm Sewer Pipe | Lin. Ft. | 520 | 8.30 | 4,316.00 |
| Concrete Manholes | Each | 1 | 1,400.00 | 1,400.00 |
| Concrete Inlets | Each | 7 | 400.00 | 2,800.00 |
| Concrete Walks | Sq. Yd. | 573 | 11.25 | 6,446.25 |
| Concrete Driveways | Sq. Yd. | 52 | 14.85 | 772.20 |
| Concrete Curbs | Lin. Ft. | 1,170 | 4.50 | 5,265.00 |
| Adjusting Manholes | Each | 1 | 350.00 | 350.00 |
| Monument Cases | Each | 4 | 250.00 | 1,000.00 |
| | | | Subtotal | $ 75,836.25 |
| | | | Engineering | 10,996.75 |
| | | | Total | $ 86,833.00 |

Length of Project ------------ 0.122 mile
Cost of Roadway Per Mile ----- $711,745.90

| | |
|---|---|
| Federal Funds (88.15%) | $ 76,543.00 |
| State Funds | 5,145.00 |
| City Funds | 5,145.00 |
| TOTAL | $ 86,833.00 |

Group 1: ~~100%~~ 92 Group 8 = 8%
Contract No. 10,096
Prefix: 336-1990 P.E.
C10096
CPL:me

August 15, 1985

CON 5

#10,096

**Martin and Wright Paving, Inc.**
**103 Booth Bend Road**
**McMinnville, OR 97128**

**Gentlemen or Ladies:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,096 for work on the Airport Terminal Access (McMinnville) Section of selected FAU streets in Yamhill County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

**slp**

Enclosure

**cc: Industrial Indemnity Company of the Northwest**
**421 S. W. Sixth Avenue**
**Portland, OR 97204**

bc:
**C. O. Fredrickson**
**Walt Hart**
**Bruce Walton**
**Janice Peterson**
**Bill Anhorn**
**Jeff Swanstrom**

**MARTIN AND WRIGHT PAVING, INC.**
**103 Booth Bend Rd.**
**McMinnville, Oregon 97128**
**Telephone 472-2571**

Mr. Robert Gormsen
Commission Services
Room 121
State Transportation Bldg.
Salem, Ore. 97310

Re: Airport Terminal Access (McMinnville)
DBE and WBE identification

Dear Mr. Gormsen,

Our DBE contractors for this project will be:

Teral Construction
205 S.W. Tualatin Loop
West Linn, Ore. 97068
Bid Item No. 10 - Place aggregate base sq. yard in 61,000 x .070 $4270.00

Romero/Cabrea Sign Construction Co.
950 East 37th St
Eugene, Ore. 97405
Bid Item 1 thru 4 Temporary traffic control $3,368.00

Our WBE contractor this project will be:

Polar transport Services Inc.
1521 E. 5th
McMinnville, Ore. 97128
Bid Item No. 10 Haul aggregate base sq. yard in 10,000 x .15 $1,500.00

Sincerely
Ramon C. Martin
Ramon C. Martin Pres.
Martin and Wright Paving Inc.

RECEIVED
JUL 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

July 17, 1985

PRO

Bill Blum
Director of Public Works
City of McMinnville
230 East 2nd
McMinnville, OR 97128

Dear Bill:

SUBJECT: Airport Terminal Access
Advance Deposit

On July 11, 1985 the Highway Division received a satisfactory bid from Martin and Wright Paving, Inc. of McMinnville for the subject project.

The City's share and advance deposit based on their bid is computed as follows:

| | |
|---|---|
| Contractor's Bid | $75,836.25 |
| Contingencies (4 1/2%) | 3,412.63 |
| Engineering (10%) By City--not included in computation | 0.00 |
| SUBTOTAL | $79,248.88 |
| Preliminary Engineering by State | 13,200.00 |
| TOTAL FOR COMPUTING CITY SHARE | $92,448.88 |

CITY SHARE & ADVANCE DEPOSIT:
6% of $92,448.88 = $5,546.93

ROUNDED $ 5,550.00

Please submit your $5,550 advance deposit, which should arrive no later than August 2, using one of the three options for payment described in the attachment.

Very truly yours,

Rec'd
7-31-85
lc

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment
bcc w/AD #85-84: Rick Sjolander, Region 2
V. E. Skoog-Please return completed AD #85-84
when deposit is received.

jc [illegible]

Con 10-1
McMinnville

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-4555(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 28 '85
REFER TO Potter
FOR

Orig to
6/28

7. DATE AUTHORIZATION EFFECTIVE June 19, 1985

8. FEDERAL ROUTE NUMBER FAU 4555

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Airport Terminal Access (McMinnville) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6-14-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-18-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $152,457, Federal Funds $134,390.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/20/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,616

10 am
June 10-85

Meeting w/ City of McMinnville re:

Airport Terminal Access (Hwy 18 - Term. Bldg.)
FAU Route #M-4555

Main Access "A"

C-D-E eliminated

construct curb radius
plus four (4') feet to
include catch basins

Bill Blum
Rick Sjolander
Ted Litchfield
Bud Mann
Ted Blackly
Gary Zehner
Don Harwell
Carlos
Andy Anderson

rescheduled from June 27 to July 11, 1985

1+86 west C
" " D
2+74 east E
" " D

Alter Specs re: Roadwork

105.15, page 4
no contractor equipment south
of projects southerly limit.

Trench excavation - compaction
Traffic cones
Barricades elimination

403.46 Delete AP sq.yd.

603.95 add compacting

other incidental changes

Review/revise
plans &
specs
for July 11 letting

10,076

OREGON STATE HIGHWAY DIVISION 6-10-85 Highway # 736
120 DOT Building
Salem, Oregon 97310 County Yamhill

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-4555(1) Prefix 336-1990

Project Name Airport Terminal Access (McMinnville)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

See attached ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 25 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at McMinnville, Oregon, this 10 day of June, 1985

City of McMinnville
Edward J. Gormley
Mayor

Marjorie E. Kuhn
City Recorder

Certified By:
Douglas J. Leth
Regional Right-of-Way Supervisor
Date 6-20-85

Instructions: Complete A or B and C.
R/W File No. ___
Rev. 1/81

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 3, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY**
**GARY A. POTTER**

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50030
Project No. M-4555(2)
Airport Terminal Access (McMinnville) Section
City Street in McMinnville
Yamhill County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to received bids for htis project on June 27, 1985.

DRH:me
Attachments
cc: W. G. Anhorn (Region 2)
Gary Zehner, w/attachment
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6/3/85

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| JECT LOCATION (45 typewriter spaces)<br>City Street (McMinnville) | ADT | PRESENT<br>20 DHV<br>150 | FUTURE<br>- - - | YEAR<br>- - | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>W32 | 
| | | | | | | | | ITEM NO.<br>50030 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| WORK (35 typewriter<br>Pave | NATL. FOREST | FA ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR.<br>040 | PL. AUTH YR | |

PROJECT NUMBER
PREFIX LETTER(S): M-
NUMBER: 4555
SEQ. NO.: (2)
I. Projects Only: POST MI. / DESIG.

Urban System
McMinnville

COUNTY NAME: Yamhill
CODE: 075
ROUTE NO.: U
FEDERAL-AID: 4555 UC
STATE: Street
U.S.: - - -

PROGRAM STAGE ☐ 1 OR ☐ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (88.15%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | | | | | | |
| OW | | | | | | | | |
| ONST<br>CODE)<br>000 | (03) | Airport Terminal Access (McMinnville) Section | 0.345 | 240,000 | 211,560 | 14,220 | 14,220 | |
| DRH:me | | PROJECT TOTALS | 0.345 | 240,000 | 211,560 | 14,220 | 14,220 | |

ROVAL DATES
10-1-84

REMARKS

Additional Data: Item No. 50030;
Project No. M-4555(1).

-OVER-

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

6/3/85

## FEDERAL - AID PROGRAM DATA
(PPM 21-1)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21<br>City Street (McMinnville) 65 | **ADT** | PRESENT<br>20 DHV<br>150 | FUTURE<br>- - - (66) (70) | YEAR<br>- - (71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28<br>Gr., Dr., & H-T Pave 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)<br>040 (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14<br>M- 23 | NUMBER 7<br>4555 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Yamhill | | | |
| | NAME OF URBAN AREA 17-31<br>McMinnville | ROUTE NO.<br>U | FEDERAL-AID<br>4555 UC (82) | STATE<br>Street (86) (87) | U.S.<br>- - |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (88.15%) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE)<br>I000 | (03) | Airport Terminal Access (McMinnville) Section | 0.345 | 240,000 | 211,560 | 14,220 | 14,220 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>DRH:me | PROJECT TOTALS | 0.345 | 240,000 | 211,560 | 14,220 | 14,220 |
| 1 | 14 | PROGRAM APPROVAL DATES<br>10-1-84 | | | (16) (23) | (24) (33) | REMARKS | |

Additional Data: Item No. 50030
Project No. M-

Key No. 02553

## Airport Terminal Access (McMinnville) Sec.

Remarks continued:

Project Data: Work under this project consists of 1) grade, drain, and H-T pave to provide streets as follows:

| | | |
|---|---|---|
| "A" Street | 50 ft. curb to curb | 5 ft. sidewalks both sides, |
| "B" Street | 36 ft. curb to curb | 5 ft. sidewalks both sides, |
| "C" Street | 40 ft. curb to curb | 5 ft. sidewalks both sides, |
| "D" Street | 36 ft. curb to curb | 5 ft. sidewalks both sides, |
| "E" Street | 34 ft. curb to curb | 5 ft. sidewalks both sides; |

2) adjust utilities as required; and 3) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State/City Agreement No. 8218 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 8/22/84.

Note: 1) This project is in Congressional District No. 1.
2) Included in FY '85 Status Report.

Section Airport Terminal Access (McMinnville) Programming Estimate $ 451,000

Highway Selected FAU Streets Project Length —

County Yamhill Completion ~~Time~~ Date Sept. 30, 1985

Kind of Work Grade & Pave Est. Comp. Date Sept. 30, 1985

Prefix 336-1990-21 Letting Date June 27, 1985 Project No. M-4555(2)

Received 2:25 Pm
5-31-85 C.L.

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 209,524

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment. . . . . . . . . . . . . . . . . . . . | |
| Permit Fees . . . . . . . . . . . . . . . . . . . . . . | |
| Slide Correction . . . . . . . . . . . . . . . . . . . | |
| Railroad Protective Costs . . . . . . . . . . . . . | |
| Other Railroad Costs . . . . . . . . . . . . . . . | |
| Permanent Signing . . . . . . . . . . . . . . . . . . | |
| Permanent Pavement Striping. . . . . . . . . . . | |
| Temporary Pavement Striping. . . . . . . . . . . . | |
| Remove Pavement Striping (Exist. & Temp.) . . . | |
| Temporary Erosion Control . . . . . . . . . . . . | |
| State Furnished ________ . . . . . . | |
| Roadside Seeding & Mulching . . . . . . . . . . . | |
| Asphalt Cement Adjustment . . . . . . . . . . . . | |
| On the Job Trainees ($0.80 x ____ hrs.) . . . . | |
| State Responsibility for Damages. . . . . . . . . | |
| Signal Controller Testing . . . . . . . . . . . . . | |
| "OPTICOM" Testing . . . . . . . . . . . . . . . . . | |
| Bikeway Signs . . . . . . . . . . . . . . . . . . . . | |
| Bikeway Striping & Legend . . . . . . . . . . . . | |
| Adjust Utilities: | |

$ —

Subtotal $ 209,524.00

Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . . . 9,428.58

Engineering ([illegible] 9, [illegible]%) . . . . . . . . . . . . . . . . . . . . . . . . 18,857.16

Subtotal $ 237,809.74

Credit for ________ . . . . . . . —

Estimated Net Authorization, Construction . . . . . . . . . . . . . . . . . $ 237,809.74

APPROVED CC: Rick Sjolander

Rec'd. 5-31-85
E.

Road Design Engineer

Rev. 11/81

# SUMMARY--BID SCHEDULE--COST ESTIMATE
## OREGON STATE HIGHWAY DIVISION

| | | | | | | |
|---|---|---|---|---|---|---|
| SECTION Airport Terminal Access (McMinnville) | | | COUNTY Yamhill | | SHEET 1 | OF |
| KIND OF WORK Grading & Paving | | KEY NUMBER | LENGTH | DATE | NAME BLACHLY | |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | ~~COST ANALYSIS UNIT~~ 5-29-85 8 | | | | | |
| | THIS ENGINEERING ESTIMATE IS PRICED FOR ~~BID LETTING~~ June 27, 1985 | | | | | |
| | Mobilization | | LUMP SUM | All | LUMP SUM | 12,000 |
| | Temporary Protection and Direction of Traffic | | LUMP SUM | All | LUMP SUM | 2000 00 |
| | Temporary Signs | | Sq Ft | 142 | 8 00 | 1136 00 |
| | Temporary Barricades | | Each | 16 | 70 00 | 1120 00 |
| | Flaggers | | Hour | 40 | 15 00 | 600 – |
| | ROADWORK | | | | | |
| 2 | General Excavation | | Cu Yd | 4486 | 5 00 | 22,430 – |
| | Trench Excavation | | Cu Yd | 171 | 10 00 | 1,710 – |
| | Granular Backfill | | Cu Yd | 442 | 9 00 | 3,978 – |
| | Obliteration of Old Roadway | | LUMP SUM | All | LUMP SUM | 4,800 – |
| 4 | Aggregate Base | | Sq. Yd. In. | 125,000 | 0 35 | 43,750 – |
| 5 | Class "C" Asphalt Concrete, 3-inches Thick | | Sq Yd | 7778 | 7 00 | 54,446 – |
| 2 | 12-inch Culvert Pipe | | Lin Ft | 110 | 15 00 | 1,650 – |
| | 12-inch Storm Sewer Pipe | | Lin Ft | 520 | 15 00 | 7,800 – |
| | Concrete Manholes | | Each | 1 | 1500 00 | 1,500 – |
| | Concrete Inlets | | Each | 7 | 450 00 | 3,150 – |
| | Concrete Walks | | Sq Yd | 1584 | 13 50 | 21,384 – |
| | Concrete Driveways | | Sq Yd | 140 | 20 00 | 2,800 – |
| | Concrete Curbs | | Lin Ft | 3110 | 7 00 | 21,770 – |
| | Adjusting Manholes | | Each | 2 | 150 00 | 300 – |
| | Monument Cases | | Each | 8 | 150 00 | 1,200 – |
| | | | | | $ | 209,524 – |

734-1736 (REV. 2-84)

Con 10-1

ROAD DESIGN-HIGHWAY DES 16

Don Jordan
Region II, Liaison Specialist

May 10, 1985

Richard A. Kuehn, P.E.
Final Design Engineer

Airport Terminal Access Improvement
Yamhill County

We are returning to you prints on the subject project. We have reviewed them and find no required revisions. We have however, shown some suggestions for the City of McMinnville's consideration shown in red. Will you pass these on to them.

Any questions can be directed to Norman Henry at 378-6558.

RK:NH:mg

cc: Norm Henry mb

RECEIVED
ROAD DESIGN SECTION
RDE
FDE
LE
SE
FPC
PDE
LFE
GTE
BPC
CA
Copy All
Return To
B/U / /

10,076

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

October 25, 1984

In Reply Refer To
File No.:

Bill Blum
Director of Public Works
230 East 2nd
McMinnville, OR 97128

Airport Terminal Access
McMinnville Urban Area

This is to advise you the Oregon Department of Transportation has received authorization from the Federal Highway Administration for preliminary engineering on the subject project effective October 9, 1984.

City forces may proceed with preliminary engineering. Enclosed for your information are copies of Federal form PR-1240 and the State Survey Authority form. You will note $6,550 has been designated for your work. If it appears you will overrun this amount, please request additional funds prior to overrunning. Prior approval is mandatory for reimbursement.

Mr. Don Jordan will act as liaison person for the Highway Division. Your billings for work performed are to be submitted to Mr. Jordan for approval and processing. He may be reached at 378-2626.

Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

POS/rgb

cc: Don Jordan
LPU

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 30 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1867 (3-84)

[illegible] 10-1
McMinnville

nig

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-4555(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 50030

6. TO
Mr. H. S. Coulter, State Highway Division
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-9-84
8. FEDERAL ROUTE NUMBER FAU 4555
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
McMINNVILLE AIRPORT TERMINAL ACCESS

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- * ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work; TEC $19,750; Federal Funds $17,410

13. REMARKS
As requested by Mr. Potter's PEA dated October 8, 1984.

RECEIVED
STATE HWY ENGR
OCT 12 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
10/12

14. DATE 10/11/84
15. SIGNATURE OF APPROVING OFFICIAL D. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,8 84 12-2-84 Gary

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

**OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION**
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. FED. U | ROUTE NO. STATE |
|---|---|---|---|---|---|
| City St. (McMinnville)<br>"McMinnville Airport Terminal Access" | W32 | 50030 | M-4555(1) | 4555 | Street |

**Access Control** Full **Parking Restrictions** Complete **System Revision** None
**Airports (within 2 Mi.)** McMinnville Municipal Airport **ROW** 50' min.
**Water Development** None **Recreation & Historical Areas** None
County Yamhill Code 071 Imp. Code 03

**A-95 Review:**

State Cl. Ho. ......... Exempt X Date Approved ____
Dist. 3 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ____

Project Environmental ~~Assessment~~ Categorical: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

**Notes:** (1) Project in Congressional District 1.
(2) Included in FY 85 AP in Local FAU projects in Exhibit "B".

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

- X All Phases
- ___ All Phases thru Final Envir. Document
  - X Incl. Archeological Salvage
  - X " Util. Preparatory Work
  - ___ " R.R. Preparatory Work

Est. Proj. Cost:

| | | |
|---|---|---|
| | TEC NTE | $ 19,750 |
| (88.15%) | FF | $ 17,410 |
| | STATE | $ 1,170 |
| | City | $ 1,170 |

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS:

Attached data consists of Parts 1, 2 and 4 of the Project Prospectus and project map.

DDB:bkb Key No. 02553

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 10-8-84 | ORIGINAL SIGNED BY<br>GARY A. POTTER<br>GARY A. POTTER | MANAGER, PROGRAM SECTION |

c2

XC: GARY ZEHNER

September 10, 1984

City of McMinnville
230 East Second Street
McMinnville, OR 97128

AGR 4-1

Attention: Marjorie E. Kerber
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 821

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of a new access road to the McMinnville Airport Terminal.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
STATE HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: ✓H.S. Coulter
State Highway Engineer

DATE: July 23, 1984

FROM: for Gary A. Potter, Manager
Program Section

SUBJECT: Proposed Federal Aid Urban Project

The City of McMinnville is requesting approval of a project not included in the approved Six-Year Highway Improvement Program. The proposed project will provide a new access road to the McMinnville airport terminal from Three Mile Lane. The FAA has plans for an automated flight service station to be operational at the airport by July 31, 1985. The existing 20 foot wide access road is in a deteriorated condition and is inadequate for the anticipated increased traffic volumes. City will perform the major preliminary and construction engineering functions. State will advertise and award contracts and monitor the engineering work. The project will be financed with Federal Aid Urban funds at 88 percent with State and City each providing 6 percent. The approximate location of the project is shown on the attached map. In summary:

| Jursidition | Section | Total Est. Cost | Federal Funds | State Share | Local Share |
|---|---|---|---|---|---|
| McMinnville | Airport Terminal Access | $225,500 | $198,440 | $13,530 | $13,530 |

Region 2 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

Approved By:

State Highway Engineer

Date: 7/25/84

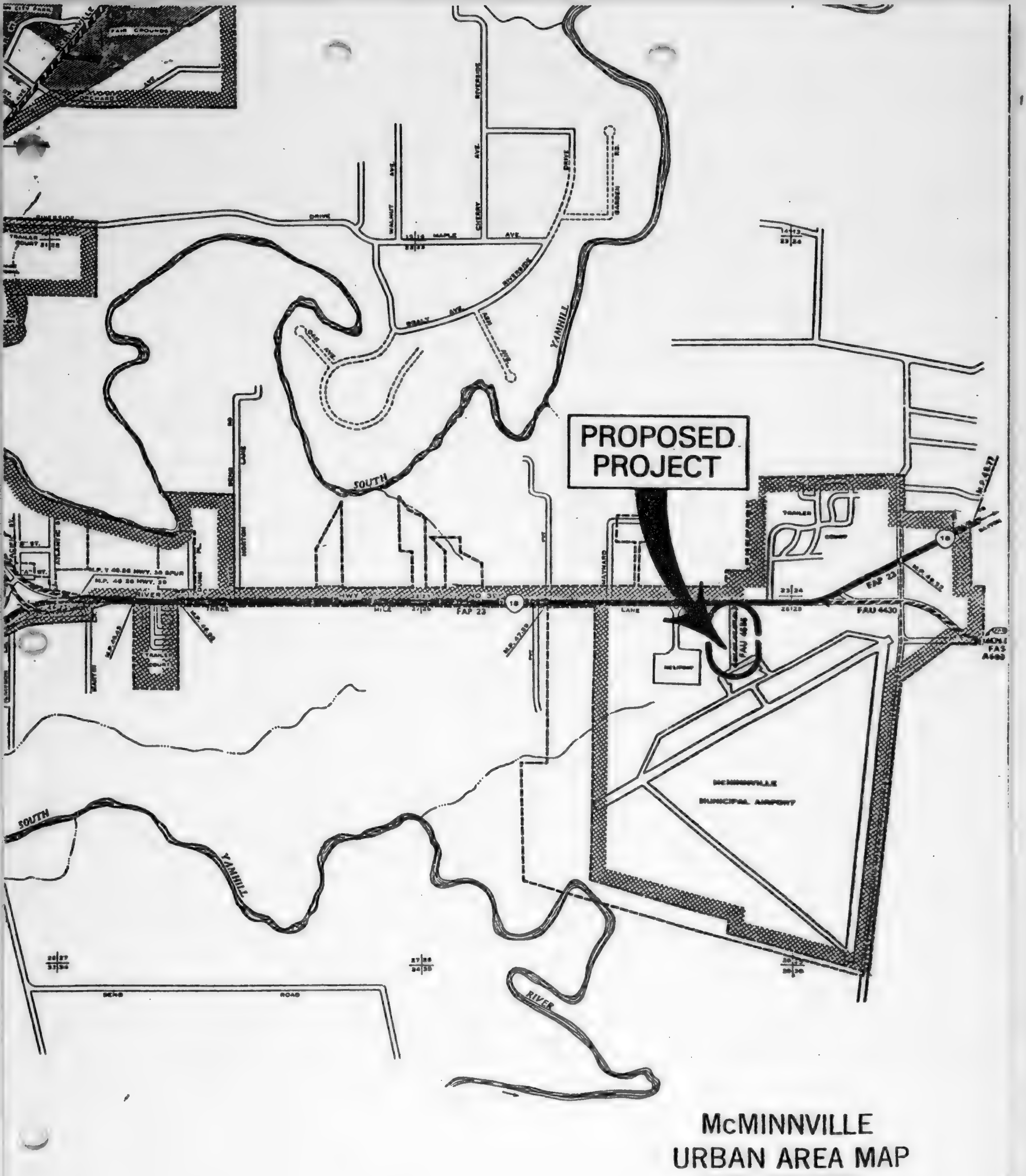
GEZ:me
Attachment

RECEIVED
STATE HWY ENGR
JUL 25 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

orig Gorman
cys Potter
acctg.
Files
7-26

81-125-1387

Contains Recycled Materials


PROPOSED PROJECT
SOUTH
YAMHILL
RIVER
RIVERSIDE
DRIVE
MAPLE
AVE.
WALNUT
CHERRY
FAIR GROUNDS
TRAILER COURT
HWY. NO. 39
FAP 23
FAU 4430
FAS
18
MAYNARD
LANE
MCMINNVILLE
MUNICIPAL AIRPORT
ROAD

## McMINNVILLE
## URBAN AREA MAP

YAMHILL COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10,076

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

August 8, 1984

In Reply Refer To
File No.:

Bill Blum
Director of Public Works
230 E. Second Street
McMinnville, OR 97128

McMinnville Airport Terminal
Access Road Project

Enclosed are four copies of the project agreement for the access road to the Airport Terminal.

Please review the agreement and, if satisfactory, present it to your City Council for their consideration. If approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement. Forward three copies of the signed agreement and resolution authorizing the signatures to this office. Retain the extra copy of the agreement for your information. A fully executed copy will be returned for your records.

S

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/cal
Enclosures

cc: G. A. Potter

PROGRAM SECTION
AUG 10 '84

| | |
|---|---|
| Manager | |
| Resource Unit | |
| Project Unit | |
| Program Unit | |

REFER TO
Circle one R/D D/[illegible]
Act Disc [✓ Info] [✓ File]

10,296

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: Phil Stearns
Region Federal Aid Specialist

DATE: June 28, 1984

R P Fidler

FROM: R. P. Fidler
Region Location Supervisor

SUBJECT: Airport Terminal Access
City of McMinnville
Yamhill County

Herewith are Parts 1, 2 and 4 of the Project Prospectus for service road facilities at McMinnville Municipal Airport site.

This airport has been selected by Federal Aviation Administration to be the location for an automated flight service station that will serve the entire state of Oregon.

The city has a signed contract with F. A. A. to have the new building for the station ready for occupancy by July 31, 1985. Said building will have approximately 10,000 square feet, and will house 60 employees.

The city is also projecting more future development within the city-owned complex.

Because of the immediate need for an adequate access road to serve the new F. A. A. building, anticipation of future development, and deteriorating condition of the existing 20 foot wide access, approval is requested for this project for FAUS funding.

RPF:eb

cc: File
Sjolander
Fretwell

02553

# FEDERAL AID PROJECT REQUEST

Date 5-30-84

Applicant Agency City of McMinnville

Request for: Off-System____, FAS-C____, FAUS x Project

Federal Aid Route No.________ Route Name________

Project Name Airport terminal access improvement

Project Length 1850+ L.F. Project Location (Attach sketch map)

Project Description New entrance road pattern for the McMinnville Municipal Airport terminal area to allow for left turn lanes and increased volume due to the construction of an automated flight service station to go into operation by FAA on or about July 1, 1985 and to replace a road built in 1948± which is too narrow for proper safety and failing at this time

Average Daily Traffic 500 (150 present) in one year Design Speed 20-25 mph

Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width 20± Travel Lanes 2 Shoulders –

Medians – Parking –

Sidewalks –

Remarks poor condition and deteriorating

### 2. Desired Roadway Cross Section: (Attach sketch)

Width 34-50 Travel Lanes 2 Shoulders No

Medians left turn Parking on 36 and 40 foot sections

Curbed yes Length Curb Radii 15 feet

Sidewalk/Bikeway yes, both sides

Remarks City will have storm sewer in and available for street drainage

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width as needed Minimum 50 Maximum 70

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes yes No________

3. Will additional right-of-way be needed? Yes________ No no
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No________
Remarks________

## III. TRAFFIC CONTROL DATA

### 1. Existing Signalization and Location:

stop sign at 3 Mile Lane presently and should be satisfactory until traffic increases warrant signal - 3 mile lane is to be widened and that will help the traffic situation. See 6 year plan

02553

2. **Proposed Signalization:**

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? stop sign at highway by State, direction and name signs by applicant, internal stop signs by applicant

4. **Permanent Striping:**

Include in project or by applicant? Striping for left turn lanes on 50 feet wide section in project

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

none

2. **Proposed Illumination:**

Location

Type

Remarks City will place following construction. City owned electric utility

## V. STRUCTURE DATA

1. **Existing Structure:**

Location none

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location none

Approximate Size: Length Width

02553

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No x

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | |
|---|---|---|
| 1. | Citizen Involvement | Public Works Director - William M. Blum<br>Office |
| 2. | Environmental | Public Works Director- William M. Blum<br>Office |
| 3. | Public Hearing | Public Works Director - William M. Blum<br>Office |

Remarks The project is a part of accepted comprehensive plans and lies entirely within the airport properties. There are no waterways, flood areas nor historical sites involved. The land is flat

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant x State ____ Consultant ____

02553

2. Project construction engineering to be performed by:

Applicant x State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes x No ______

If "yes," describe briefly: Storm sewer will be brought into street area for use prior to contract for street. Preliminary engineering by applicant prior to contract. Street lighting after construction.

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 218,950 |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other | |
| Preliminary engineering | 6,550 |
| PROJECT TOTAL | $ 225,500 |

Remarks If project cost is too great then project can be scaled down by reducing footage on eastern part.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF McMinnville and/or ______ COUNTY

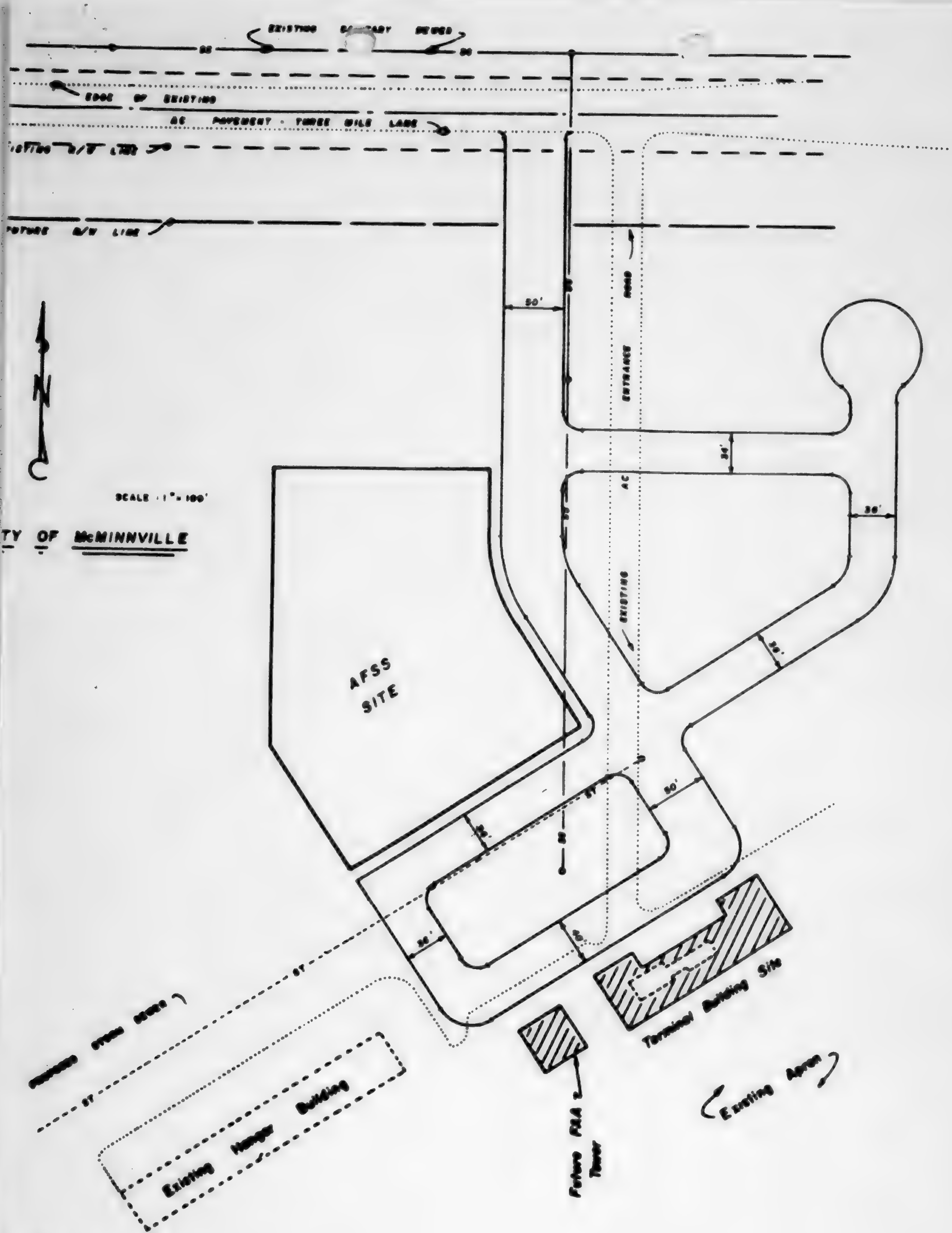
By Joe W. Dancer By ______

Joe W. Dancer, City Manager

By ______ By ______

By ______

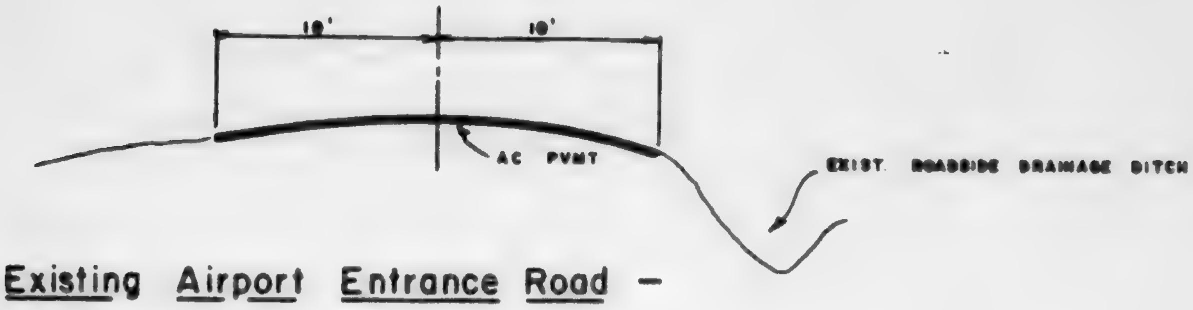
02553


EXISTING SANITARY SEWER
SS
SS
EDGE OF EXISTING
AC PAVEMENT - THREE MILE LANE
EXISTING R/W LINE
FUTURE R/W LINE
N
SCALE : 1" = 100'
TY OF McMINNVILLE
50'
SS
ENTRANCE ROAD
EXISTING AC
24'
36'
16'
AFSS SITE
50'
36'
10'
ST
ST
PROPOSED STORM SEWER
Existing Hangar Building
Future FAA Tower
Terminal Building Site
Existing Apron

02553

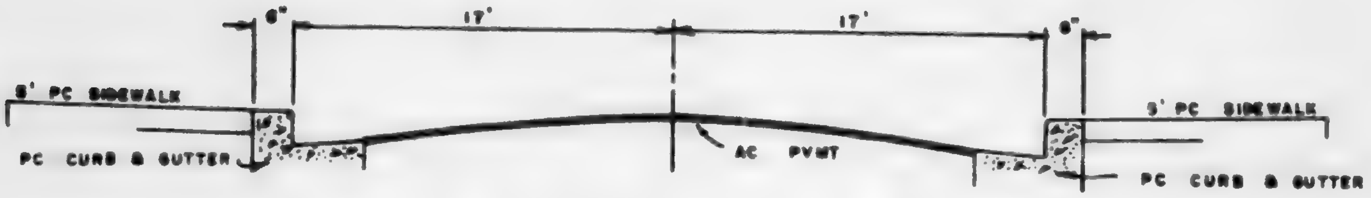
# TYPICAL ROAD SECTIONS

NO SCALE



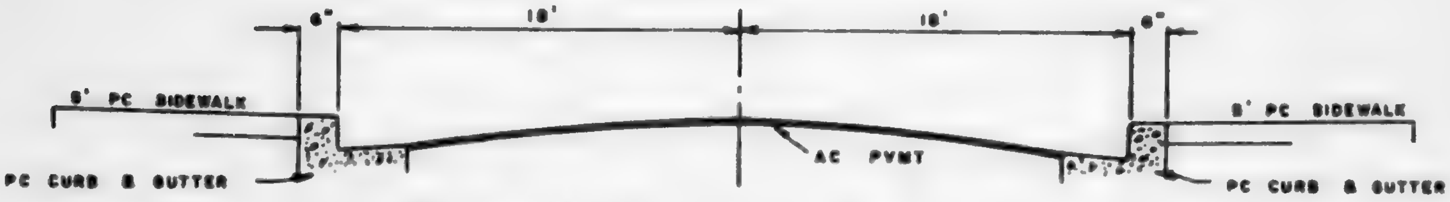
10'
10'
AC PVMT
EXIST. ROADSIDE DRAINAGE DITCH

– Existing Airport Entrance Road –



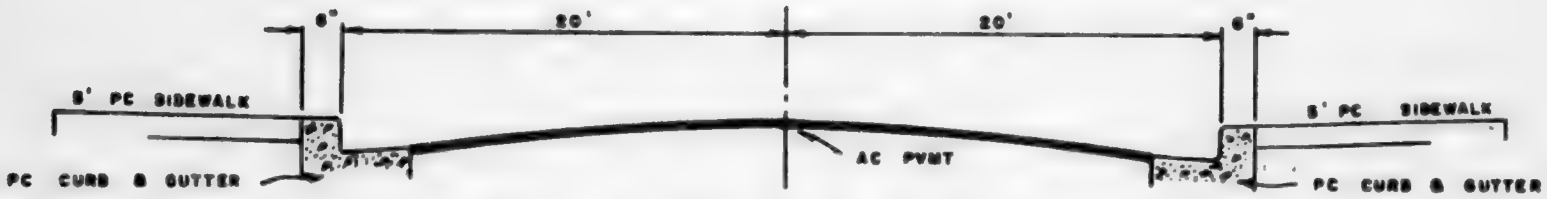
6"
17'
17'
6"
5' PC SIDEWALK
PC CURB & GUTTER
AC PVMT
5' PC SIDEWALK
PC CURB & GUTTER

– Proposed 34' Road Section –



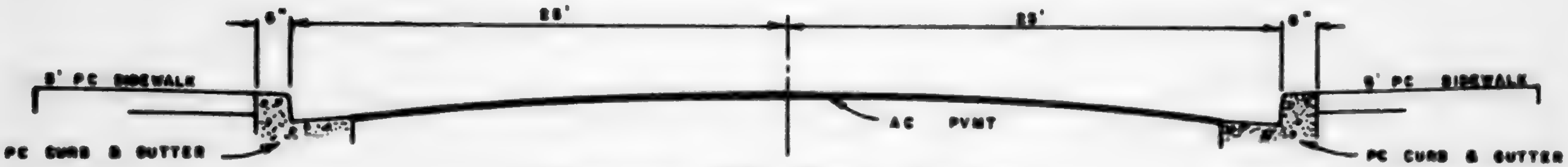
6"
18'
18'
6"
5' PC SIDEWALK
PC CURB & GUTTER
AC PVMT
5' PC SIDEWALK
PC CURB & GUTTER

- Proposed 36' Road Section -



6"
20'
20'
6"
5' PC SIDEWALK
PC CURB & GUTTER
AC PVMT
5' PC SIDEWALK
PC CURB & GUTTER

- Proposed 40' Road Section -



6"
25'
25'
6"
5' PC SIDEWALK
PC CURB & GUTTER
AC PVMT
5' PC SIDEWALK
PC CURB & GUTTER

-Proposed 50' Road Section-

02553

# PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02553

| | | | |
|---|---|---|---|
| SECTION<br>Airport Terminal Access (McMinnville) | | | REGION<br>2 |
| STATE HIGHWAY #<br>724 | HIGHWAY NAME | MILE POST<br>FROM TO | LENGTH<br>.38 |
| ☒ URBAN<br>☐ RURAL | CITY<br>McMinnville | COUNTY<br>Yamhill | ROAD/STREET NAME<br>Airport Access |
| ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | | |
|---|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 16 | GRADING | (✓) | X | FILES (#) | – |
| RIGHT OF WAY | | $ – | PAVING | (✓) | X | ACRES (#) | – |
| ROADWAY | $ 314 | | STRUCTURES | (✓) | | RELOCATIONS (#) | – |
| STRUCTURES | $ – | | SIGNING | (✓) | X | **WORK BY STATE/CONSULTANT/APPLICANT** | |
| SIGNALS | $ – | | SIGNALS | (✓) | | PRELIMINARY ENGINEERING (S,C,A) | A |
| ILLUMINATION | $ – | | ILLUMINATION | (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | A |
| TEMPORARY PROTECTION | $ 9 | | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | – |
| | $ | | ENVIRONMENTAL CLASS | (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | – |
| 40% ENGINEERING & CONTINGENCIES | $ 129 | | DESIGN CATEGORY | (1-7) | 5 | **CONSTRUCTION BY** | |
| TOTAL CONSTRUCTION | | $ 451 | WORK TYPE | (1-12) | 1 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 467 | | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85 | RECOMMENDED FUNDING SOURCE<br>FAU | RECOMMENDED PROGRAM YEAR<br>85 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 3 |
| STRUCTURES (#) | 0 | 0 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | 0 | Y |
| AVERAGE DAILY TRAFFIC | 150 | 500 |
| YEAR OF AVERAGE DAILY TRAFFIC | – | 85 |

DEFINE THE PROBLEM

Existing access road to airport narrow and deteriorating. Also will not adequately serve new F. A. A. facilities contracted to be inservice by July 31, 1985, and other development at the airport site.

PROPOSED SOLUTION

Construct new access roads designed to serve existing airport facilities, new F. A. A. building, and other developments.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>xbg Philip O. | DATE<br>7-6-84 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

## GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

## SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

**SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY** and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

**COST ESTIMATES** — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

**PROJECT DATA** — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

**RIGHT OF WAY** — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

**WORK BY** and **CONSTRUCTION BY** are self-explanatory.

**FINANCING/PROGRAMMING** — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

**EXISTING & PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS,** whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

**DEFINE THE PROBLEM** — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

**PROPOSED SOLUTION** — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

# PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02553

SECTION Airport Terminal Access (McMinnville)

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | |
|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | A | STORM SEWER | A |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | A | LANDSCAPING | A |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | A | IRRIGATION | N |
| RECONNAISSANCE SURVEY | A | DETOUR | N | BORROW SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N |
| FIELD SURVEY | A | RR CROSSING | N | DISPOSAL SITE | N |
| VICINITY MAP | A | RR PROTECTION | N | LOCAL AGREEMENT | S |
| SOILS INVESTIGATION | A | RR SEPARATION | N | NAVIGABLE STREAM | N |
| HYDRAULIC STUDY | A | RR ENCROACHMENT | N | | |

PERMITS AND DOCUMENTS

| | | | |
|---|---|---|---|
| AIRPORT CLEARANCE | A | WETLANDS | N |
| CONDITIONAL USE | N | SENSITIVE LAND | N |
| FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| STATE LANDS | N | SECTION 106 | N |
| GEOLOGY AND MINERALS | N | NOISE STUDY | S |
| BUILDING | N | SECTION 4(F) | N |
| SIGNALS | N | OLD (#) O | NEW (#) O |
| UTILITIES | A | (LIST BELOW) | |

COMPANIES
Continental Telephone
Liberty Cable T. V.
General Telephone
City Power, Water & Sewer

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| - | - | - | - |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | N | EASEMENTS (#) | N | ACCESS CONTROL (Y/N) | N |

DESIGN SPEED 25

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

### EXISTING

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SH | 5 | A | | 9 | | | 12 | 12 | 12 | | | 9 | | A | 5 | SH |

### PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| C. T. B. | 12 | | | | |
| A. C. | 4 | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

734-1912 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

**KEY ID #** 02553

**REGION** 2

**SECTION**
Airport Terminal Access - McMinnville

**ESTIMATED RIGHT-OF-WAY IMPACTS**

No additional right of way is required for this project.

**ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN**

The project is consistent with the McMinnville Comprehensive Plan.

**ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY**

The project will provide better access to the airport. Airport services will be expanded to statewide significance by July 31, 1985.

**ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES**

None

**ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES**

None

**PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES**

None

**RECOMMENDED PROJECT CLASSIFICATION**

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project will require no additional right of way. The road only serves airport related traffic and is only 0.38 mile long.

**OTHER DOCUMENTATION**

None

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X Rick Sjolander | 378-2626 | |

734-1913 (7-82)

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02553

| | | | |
|---|---|---|---|
| SECTION Airport Terminal Access<br>HIGHWAY | | COUNTY Yamhill | REGION 2 |
| **SURVEY AUTHORITY** | AUTHORIZATION NO. 1 | PREFIX | DATE 6-25-84 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ 1,500 | $ | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | – | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | 6,550 | | 918 LOCATION | | | 935 SOILS | | |
| 904 CONSULTANT | | | 920 PROGRAM MANAGEMENT | | | 936 REGION TRAFFIC | 200 | |
| 905 FINAL DESIGN | | | 921 SPECIFICATIONS | | | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 922 ADMIN. SERVICES | | | 938 REGION ENVIRONMENT | 1,000 | |
| 907 PRELIMINARY DESIGN | | | 923 ENVIRONMENTAL SECTION | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 924 D.O.T. | | | 950 TRAINING | – | |
| 910 REGION GEOLOGIST | 500 | | 925 AIR MONITORING | | | 955 R/W RELOC. ASSISTANCE | – | |
| 911 TRAFFIC SECTION | | | 926 FOUNDATION | – | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 927 FREE BRIDGE DESIGN | | | 980 PUBLIC HEARING | – | |
| 913 RIGHT-OF-WAY LIAISON | – | | 929 FREE BRIDGE SPECIFICATIONS | | | | | |
| 914 REGION UTILITY LIAISON | 1,000 | | 932 RAILROAD & UTILITIES | | | | | |

| | | | |
|---|---|---|---|
| RIGHT-OF-WAY PREFIX | | TOTALS | $   $ |
| | | PREVIOUS AUTHORIZATION | $ |
| FEDERAL AID PROJECT NUMBER | | ADD. AUTH. REQUIRED | $ |

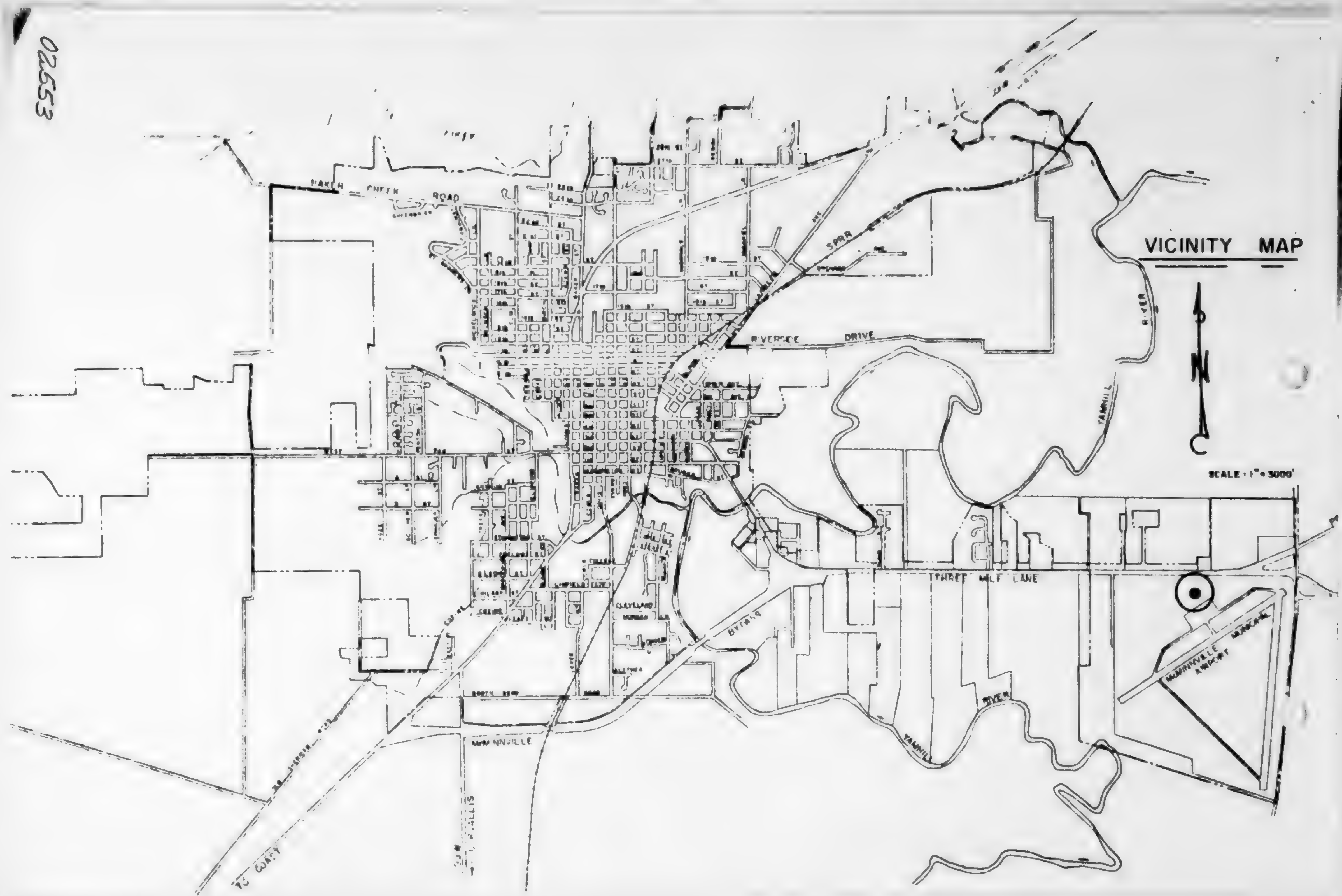
LOCATION ENGINEER'S REMARKS

City to perform P. E. work.

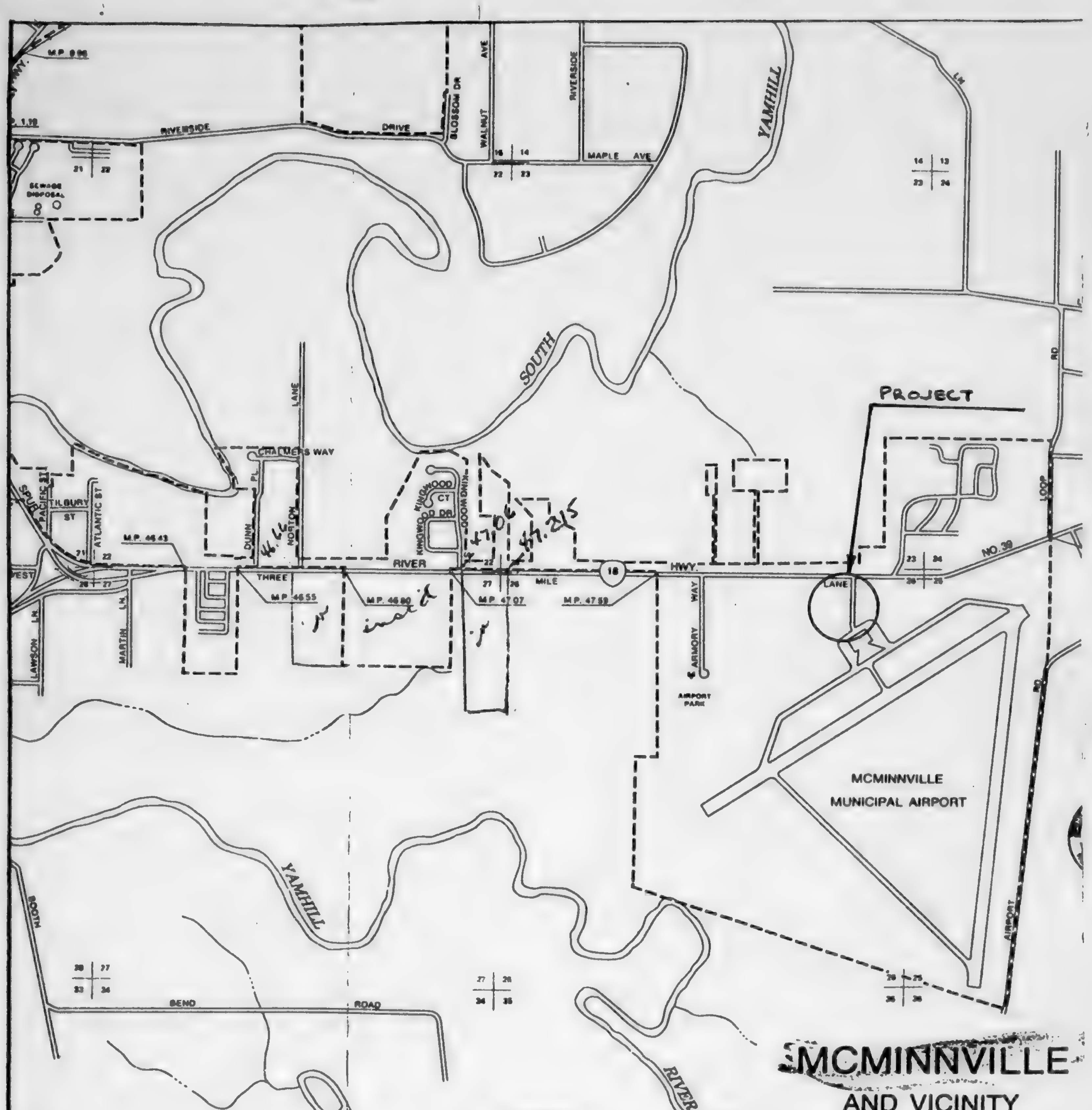
| | | | |
|---|---|---|---|
| PREPARED BY Pete Fulle | DATE 6/27/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, PROJECT MANAGER<br>X by Phillip D. | DATE 7-6-89 | APPROVED, ASST HIGHWAY ENGINEER FOR TECH SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (4-84)

02553


VICINITY MAP
N
SCALE: 1" = 3000'
BAKER CREEK ROAD
SPRR
RIVERSIDE DRIVE
YAMHILL RIVER
THREE MILE LANE
BYPASS
CLEVELAND
SOUTH BEND ROAD
McMINNVILLE
TO COAST
YAMHILL RIVER
McMINNVILLE MUNICIPAL AIRPORT

- City of McMinnville -
Yamhill County, Oregon



PROJECT
M.P. 0.96
1.19
RIVERSIDE
DRIVE
BLOSSOM DR
WALNUT AVE
RIVERSIDE
MAPLE AVE
YAMHILL
SOUTH
SEWAGE DISPOSAL
CHALMERS WAY
LANE
DUNN PL
NORTON
KINGWOOD CT
KINGWOOD DR
DIXIE WOOD
PACIFIC ST
TILBURY ST
ATLANTIC ST
M.P. 46.43
46.66
47.06
47.215
inst
WEST
THREE
RIVER
MILE
HWY.
18
NO. 39
M.P. 46.55
M.P. 46.80
M.P. 47.07
M.P. 47.59
LANE
LAWSON LN
MARTIN LN
ARMORY WAY
AIRPORT PARK
MCMINNVILLE MUNICIPAL AIRPORT
LOOP RD
AIRPORT RD
LN
YAMHILL
RIVER
BOOTH
BEND ROAD
RES
KAUER RES.
STOCKHOFF RD
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
PUBLIC BUILDING
SCHOOL
COURT HOUSE

# MCMINNVILLE
## AND VICINITY
YAMHILL COUNTY, OREGON

PROSPECTUS MAP
AIRPORT TERMINAL ACCESS
CITY OF MCMINNVILLE
YAMHILL COUNTY

02553

C. to 8
McMinnville
SOM 10-1

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02553

| | | |
|---|---|---|
| SECTION Airport Terminal Access<br>HIGHWAY | COUNTY<br>Yamhill | REGION<br>2 |

## SURVEY AUTHORITY

| AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|
| 1 | 336-1990 | 6-25-84 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 1,500 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 1,000 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | 6,550 | 918 LOCATION | | 100 | 935 SOILS | | |
| 904 CONSULTANT | | | 920 PROGRAM MANAGEMENT | | 200 | 936 REGION TRAFFIC | | 200 |
| 905 FINAL DESIGN | | 500 | 921 SPECIFICATIONS | | 2,500 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 922 ADMIN. SERVICES | | 200 | 938 REGION ENVIRONMENT | | 1,000 |
| 907 PRELIMINARY DESIGN | | | 923 ENVIRONMENTAL SECTION | | 3,500 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 924 D.O.T. | | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 500 | 925 AIR MONITORING | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 1,000 | 926 FOUNDATION | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 927 FREE BRIDGE DESIGN | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 929 FREE BRIDGE SPECIFICATIONS | | | | | |
| 914 REGION UTILITY LIAISON | | 1,000 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 19,750 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
M-4555(1)

LOCATION ENGINEER'S REMARKS

City to perform P. E. work.

| | | | |
|---|---|---|---|
| PREPARED BY | DATE | APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS<br>X Jensen E. | DATE<br>8/28/84 |
| RECOMMENDED, PROJECT MANAGER<br>X | DATE | APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES<br>X J H Versteeg for | DATE<br>8-28-84 |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. Perpin | DATE<br>8/24/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>10-9-84 | |

734-1914 (4-84)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02553

| | |
|---|---|
| SECTION<br>Airport Terminal Access (McMinnville) | REGION<br>2 |

| | | | |
|---|---|---|---|
| STATE HIGHWAY #<br>724 | HIGHWAY NAME | MILE POST<br>FROM TO | LENGTH<br>.38 |
| ☒ URBAN<br>☐ RURAL | CITY<br>McMinnville | COUNTY<br>Yamhill | ROAD/STREET NAME<br>Airport Access |
| ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 16 | GRADING (✓) | X | FILES (#) | – |
| RIGHT OF WAY | | $ – | PAVING (✓) | X | ACRES (#) | – |
| ROADWAY | $ 314 | | STRUCTURES (✓) | | RELOCATIONS (#) | – |
| STRUCTURES | $ – | | SIGNING (✓) | X | WORK BY STATE/CONSULTANT/APPLICANT | |
| SIGNALS | $ – | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | A |
| ILLUMINATION | $ – | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | A |
| TEMPORARY PROTECTION | $ 9 | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | – |
| | $ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | – |
| 40% ENGINEERING & CONTINGENCIES | $ 129 | | DESIGN CATEGORY (1-7) | 5 | CONSTRUCTION BY | |
| TOTAL CONSTRUCTION | | $ 451 | WORK TYPE (1-12) | 1 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 467 | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85 | RECOMMENDED FUNDING SOURCE<br>FAU | RECOMMENDED PROGRAM YEAR<br>85 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 3 |
| STRUCTURES (#) | 0 | 0 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | 0 | Y |
| AVERAGE DAILY TRAFFIC | 150 | 500 |
| YEAR OF AVERAGE DAILY TRAFFIC | – | 85 |

DEFINE THE PROBLEM

Existing access road to airport narrow and deteriorating. Also will not adequately serve new F. A. A. facilities contracted to be inservice by July 31, 1985, and other development at the airport site.

PROPOSED SOLUTION

Construct new access roads designed to serve existing airport facilities, new F. A. A. building, and other developments.

| | |
|---|---|
| REQUESTED REGION ENGINEER<br>xbg Philip C. | DATE<br>7-6-84 |
| APPROVED. ASST HWY ENG FOR OPERATIONS<br>X | DATE |

| | | | | |
|---|---|---|---|---|
| APPROVED. ASST HWY ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP COMM APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

# PROJECT PROSPECTUS

## PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02553

SECTION: Airport Terminal Access (McMinnville)

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | A | STORM SEWER | A | AIRPORT CLEARANCE | A | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | A | LANDSCAPING | A | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | A | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | A | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | A | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | A | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | N | NOISE STUDY | S |
| SOILS INVESTIGATION | A | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | A | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) 0 | NEW (#) 0 |
| | | | | | | UTILITIES | A | (LIST BELOW) | |

RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| - | - | - | - |

COMPANIES
Continental Telephone
Liberty Cable T. V.
General Telephone
City Power, Water & Sewer

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | N | EASEMENTS (#) | N | ACCESS CONTROL (Y/N) | N |

DESIGN SPEED: 25

DESIGN STANDARDS: AASHTO

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| SH | 5 | A | | 9 | | | 12 | 12 | 12 | | | 9 | | A | 5 | SH |

**PROPOSED** S4 Curb Section

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| C. T. B. | 12 | | | | |
| A. C. | 4 | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Frank E. [illegible]
Location Engineer
Date 8/24/84

734-1912 (7-82)

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

**KEY ID #** 02553

**SECTION** Airport Terminal Access - McMinnville

**REGION** 2

**ESTIMATED RIGHT-OF-WAY IMPACTS**

No additional right of way is required for this project.

**ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN**

The project is consistent with the McMinnville Comprehensive Plan.

**ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY**

The project will provide better access to the airport. Airport services will be expanded to statewide significance by July 31, 1985.

**ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES**

None

**ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES**

None

**PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES**

None

**RECOMMENDED PROJECT CLASSIFICATION**

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

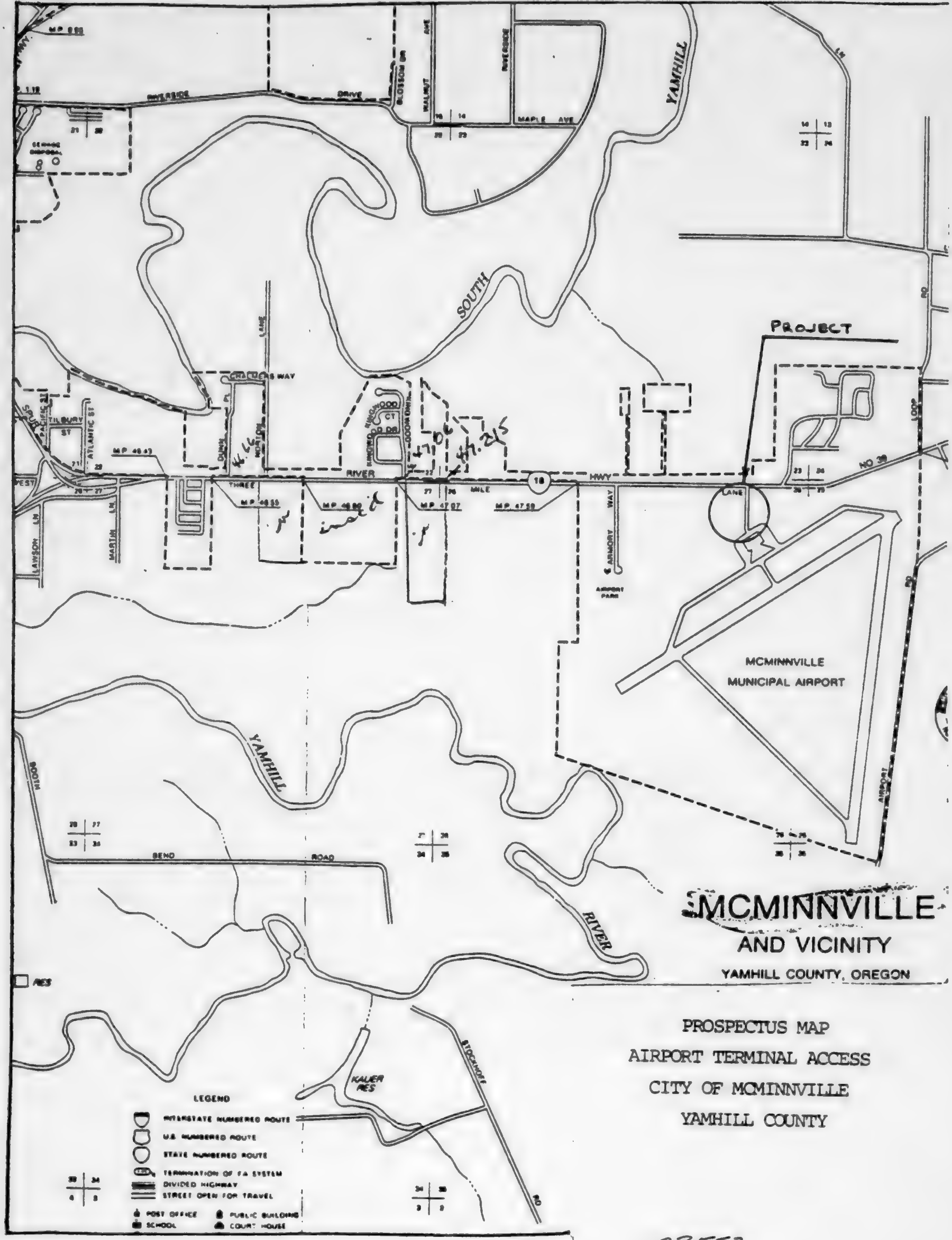
The project will require no additional right of way. The road only serves airport related traffic and is only 0.38 mile long.

**OTHER DOCUMENTATION**

None

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X Rick Sjolander | 378-2626 | |

734-1913 (7-82)


RIVERSIDE DRIVE
MAPLE AVE
SEWAGE DISPOSAL
YAMHILL
SOUTH
PROJECT
CHANDLERS WAY
TILBURY ST
ATLANTIC ST
THREE RIVER MILE HWY NO 39
18
M.P. 46.43
M.P. 46.55
M.P. 46.80
M.P. 47.07
M.P. 47.50
47.06
47.215
LANE
LAWSON LN
MARTIN LN
ARMORY WAY
AIRPORT PARK
MCMINNVILLE MUNICIPAL AIRPORT
AIRPORT RD
LOOP RD
YAMHILL
BEND ROAD
RIVER
KAUER RES
STOCKHOFF RD
RES
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
PUBLIC BUILDING
SCHOOL
COURT HOUSE
MCMINNVILLE
AND VICINITY
YAMHILL COUNTY, OREGON

PROSPECTUS MAP

AIRPORT TERMINAL ACCESS

CITY OF MCMINNVILLE

YAMHILL COUNTY

02553

| | | |
|---|---|---|
| 1985 | The Dalles/Calif. and Willamette Hwys. Seal Proj. (Paving & sealing) | 10,097 |

097

J

June 3, 1988

CON 5 - 10,097

Industrial Indemnity Company
421 S. W. 6th Ave.
Suite 600
Portland, OR 97204

Contract No. 10,097 awarded to Fabricators, Incorporated for work on The Dalles/California and Willamette Highways Seal Project in Deschutes, Klamath, and Lane Counties was completed on March 28, 1988, and accepted by the State Highway Division on May 19, 1988.

Final payment in the amount of $9,727.07 will be released to the contractor after June 8, 1988. The total contract amount is $1,840,771.01 including $79,742.45 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract which has been paid.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Fabricators, Incorporated
2705 Lancaster Drive N. E.
Salem, OR 97305

bc: Kenneth E. Husby
Thomas D. Lulay
Hwy. Acctg.
Dale Allen

No
address on
card to send
to agent.

10,097

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10097

**TO:** Manager
Commission Services

**DATE:** May 19, 1988

**FROM:** Donald E. Forbes
State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10097, On Site Work Substantially Completed September 28, 1986

All Work Completed March 28, 1988

Project The Dalles/California and Willamette Hwy. Seal Project

Highway The Dalles/California and Willamette

County Deschutes, Klamath, and Lane

Type of Work Paving and Sealing

Contractor Fabricators, Inc.

BMW:hh

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY WRITTEN 6/3/88

RECEIVED
MAY 20 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# W KLY REPORT FOR CONSTRUCTION OJECTS

WEEK ENDING: 09/13/86

CONTRACT NO: 10097

F.A. PROJECT NO: STATE

DATE OF AWARD: JULY 18, 1985

FIRST NOTIFICATION DATE: AUGUST 1, 1985

ESTIMATED DATE OF COMPLETION, OR: AUGUST 18, 1985

SECOND NOTIFICATION DATE AND: AUGUST 28, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: SEPTEMBER 26, 1986

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100

PROJECT NAME (SECTION): THE DALLES/CALIF & WILLAMETTE HWYS SEALS

HIGHWAY: HIGHWAYS 97 AND 58

COUNTY: KLAMATH LANE DESCHUTES

CONTRACTOR: FABRICATOR'S INC

KIND OF WORK: PAVING AND SEALING

**PROJECT AUTHORIZATION**

CURRENT AUTHORIZATION $ 2,846,364.75

ESTIMATED PROJECT COST $ 1,935,485.29

ESTIMATED PERCENT OXXXX/UNDERRUN 32.0 %

**ENGINEERING**

AUTHORIZATION $ 202,408.16

COST THIS WEEK $ 1,000.00

TOTAL TO DATE $ 137,912.77

PERCENT OF AUTHORIZATION 68 %

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| (A) | 08/18/86 | 50 | 50.0 | 100 | YES |
| (B) | 09/30/85 | 61 | 61.0 | 100 | YES |
| | / / | 0 | 0.0 | 0 | |
| | / / | 0 | 0.0 | 0 | |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 0 00 | 0 00 | 11,520 00 | | | |
| EST. CORRECTED QUANTITIES | 0 00 | 0 00 | 11,520 00 | | | |
| EST. PERFORMED TO DATE | 0 00 | 0 00 | 10,886 00 | | | |
| PERCENT PERFORMED TO DATE | 0 | 0 | 94 | 0 | 0 | 0 |

ACTIVITIES THIS WEEK:

FINAL INSPECTION.

PROJECT VISITORS:
STEVE MACNAB, REGION 4

ACTIVITIES ANTICIPATED NEXT WEEK:

COMPLETED.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

F

PROJECT MANAGER (SIGN)
RICHARD J. STEYSKAL

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,097

File: Klamath Co.

**STATE OF OREGON**
ROAD DESIGN SECTION

**INTEROFFICE MEMO**
DES 16

TO: Bruce Walton
Construction Section

DATE: February 27, 1986

FROM: Bill Geibel
Bicycle Program Manager

SUBJECT: Bikeway Construction
The Dalles-California Highway
Seal Project
Contract No. C10097

As discussed with you last week, there were significant charges on this project last fall involving extending an existing bikeway through the community of Crescent. This work involved curb work, base preparation and paving of a path behind the curb. The cost amounted to 388.63 tons of A.C. paving at $20 per ton, $1,200 for the base preparation, and $2,326 for the curb work for a total of $11,298.60

Attached are copies of the documentation. Please advise what actions are necessary to transfer these expenditures to a bike-identified prefix.

WG:bn

Atchs.

cc: Jan Peterson, Accounting Section

NOTED
R. J. STEYSKAL

OREGON DEPARTMENT OF TRANSPORTATION
**HIGHWAY DIVISION**

090

# ORDER FOR EXTRA WOR..
## TO BE PERFORMED ON FORCE ACCOUNT BASIS

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>The Dalles-California & Willamette Hwy Seal Project | | CONTRACT NO.<br>C10097 |
| HIGHWAY<br>The Dalles-Calif & Willamette | COUNTY<br>Deschutes, Klamath and Lane | PREFIX<br>02-C10097-000 |
| CONTRACTOR'S NAME AND ADDRESS<br>Fabricators Inc.<br>Roy L. Houck<br>2705 Lancaster Drive N.E.<br>Salem, OR 97303 | | F.A. PROJECT NO.<br>State<br>DATE PREPARED<br>8-12-85<br>EXTRA WORK ORDER NO.<br>1 |

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION AND LOCATION OF WORK COVERED BY THIS ORDER —

Preparation of Base for Asphalt placement for Bikeway in City of Crescent
Stations.

1601+62 - 1602+21 Left
1602+77 - 1604+33 Left
1604+62 - 1607+85 Left
1608+24 - 1611+43 Left
1611+85 - 1615+11 Left
1615+49 - 1624+55 Left
1616+64 - 1625+70 Right

Area to be prepared equals 2,413 Square Feet.

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

| | |
|---|---|
| This is an anticipated item. | $1,200.00 |

RECEIVED
SEP 03 1985
RES. ENGR. OFFICE
PM ☐ APM ☑ OM ☐

SPECIFICATIONS AND OTHER PROVISIONS —

The locations to be graded shall be graded to the elevations and cross-sections as staked by the Engineer.

The base shall be compacted by hauling vehicles or other means to provide a thoroughly compacted, dense, firm embankment.

Existing asphalt paved approaches, except streets, shall be saw cut.

| | | | |
|---|---|---|---|
| SUBMITTED BY PROJECT MANAGER | DATE<br>8-12-85 | APPROVAL RECOMMENDED OR APPROVED BY REGION<br>S K Marndt | DATE<br>8-19-85 |
| APPROVAL RECOMMENDED BY LOCAL AGENCY | DATE | NOTED OR APPROVED BY CONSTRUCTION<br>Gerald Wisser | DATE<br>AUG 23 1 |

INSTRUCTIONS — THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

7/6

The Dalles/California-Willamette Highways Sealing Project
Paving & Sealing

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

## BID SCHEDULE

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 1. | Furnishing Field Laboratory | Each | 1 | $ 1650!00 | $ 1,650!00 |
| 2. | Mobilization | Lump Sum | All | Lump Sum | 245,000 !00 |
| 3. | Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 183,750 !00 |
| 4. | Temporary Signs | Sq.Ft. | 2,700 | 5 !50 | 14,850!00 |
| 5. | Temporary Barricades | Each | 8 | 44!00 | 352!00 |
| 6. | Temporary Plastic Safety Markers | Each | 60 | 35!00 | 2100!00 |
| 7. | Sequential Arrow Signs | Each | 4 | 1,400!00 | 5,600!00 |
| 8. | Flaggers | Hour | 2,000 | 11!00 | 22,000!00 |
| 9. | Pilot Car | Hour | 600 | 33!00 | 19,800!00 |
| | ROADWORK | | | | |
| 10. | Cold Plane Pavement Removal | Sq.Yd. | 114,070 | 1!00 | 114,070!00 |
| * 11. | Class "C" Asphalt Concrete | Ton | 1,800 | 20!00 | 36,000!00 |
| 12. | Class "C" Asphalt Concrete Mixture | Ton | 8,200 | 20!00 | 164,000!00 |
| 13. | Asphalt Cement in Mixture | Ton | 492 | 200!00 | 98400!00 |

ACTUAL QUANTITY 388.63 TON

Steyskal

NOTED
R. J. STEYSKAL ✓

# PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

HIGHWAY DIVISION

| | |
|---|---|
| PROJECT NAME (SECTION)<br>The Dalles-California & Willamette Hwys Seal Project | CONTRACT NO.<br>C10097 |
| HIGHWAY<br>The Dalles-California & Willamette — COUNTY Deschutes, Klamath & Lane | PREFIX<br>EA C10097 |
| CONTRACTOR'S NAME AND ADDRESS<br>Fabricators Inc.<br>2705 Lancaster Drive N.E.<br>Salem, Oregon 97303 | F. A. PROJECT NO.<br>State<br>PRICE AGREEMENT NO.<br>5 |

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

To remove some old concrete curb and install new Type "C" curb with 9-inch face for the planned Bikeway.

Engr Sta 1604+42 to 1606+37 in the town of Crescent

RECEIVED
SEP 16 1985
RES. ENGR. OFFICE
PM ☐ APM ☐ OM ☐

| PAY ITEM NO. | ITEM DESCRIPTION | EST. QUANTITY | UNIT | AGREED UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 3005A | Move In & Out for curb | Lump Sum | Lump Sum | All | $ 500.00 |
| 3005B | Remove Existing Concrete | 48 | Lin Ft | $ 2.00 | 96.00 |
| 3005C | Concrete Sidewalk Ramp | 1 | Each | $ 300.00 | 300.00 |
| 3005D | Construct Type "C" Concrete Curb w/9-inch curb exposure | 220 | Lin Ft | $ 6.50 | 1,430.00 |

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 2,326.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

SEE ATTACHED SHEET

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Fabricators Inc — 9/5/85
CONTRACTOR — DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE

SUBMITTED BY PROJECT MANAGER — DATE 9-6-85

APPROVAL RECOMMENDED OR APPROVED BY REGION — DATE 9-13-85

NOTED OR APPROVED BY CONSTRUCTION — DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

734-1169 (REV. 1-83)

3005A: MOVE IN & MOVE OUT:

WILL BE PAID ON A LUMP SUM, ONE TIME BASIS.

3005B: REMOVE EXISTING CONCRETE CURB:

THE EXISTING CURB WILL BE REMOVED COMPLETELY AND DISPOSED OF BY THE CONTRACTOR.

MEASUREMENT AND PAYMENT WILL BE BY LINEAR FOOT TO THE NEAREST 0.1 LINEAR FOOT.

3005C: PORTLAND CEMENT CONCRETE SIDEWALK RAMP:

THE CONCRETE SIDEWALK RAMP WORK WILL BE PERFORMED IN ACCORDANCE WITH SECTION 608 OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 1984".

MEASUREMENT AND PAYMENT WILL BE FOR EACH.

SEE ATTACHED DRAWING 2077B.

3005D: TYPE "C" CONCRETE CURB w/9-INCH EXPOSURE:

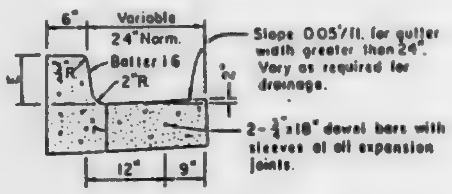
THE PORTLAND CEMENT CONCRETE CURBS WORK SHALL BE PERFORMED IN CONFORMANCE WITH SECTION 609 OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 1984" MODIFIED AS FOLLOWS: THE FACE WILL HAVE A 9-INCH EXPOSURE. THE TAPER FROM FULL ELEVATION TO FULL DEPRESSED ELEVATION WILL BE 5 FOOT. THE CURB WILL BE PLACED WITH THE FACE AGAINST THE SAW CUT EXISTING ASPHALT PAVEMENT.

MEASUREMENT AND PAYMENT WILL BE BY LINEAR FOOT TO THE NEAREST 0.1 LINEAR FOOT.

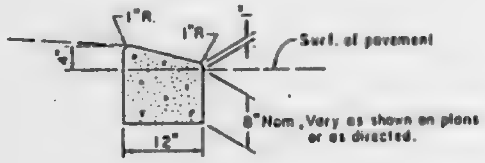
SEE ATTACHED DRAWING 2077.

PRICE AGREEMENT NO# 5 CONTRACT NO# C10105
The Dalles-California & Willamette Hys Seal Project
The Dalles-California & Willamette Highways
Klamath, Lane and Deschutes Counties

## CURBS

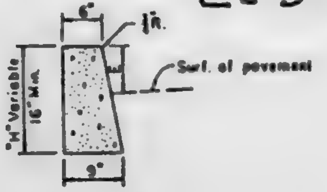

6"
Variable
24" Norm.
Slope 0.05'/ft. for gutter width greater than 24". Vary as required for drainage.
Batter 1:6
3/4"R.
2"R
E
1/2"
2-3/4"x18" dowel bars with sleeves at all expansion joints.
12"
9"

TYPE-"A"


1"R.
1"R.
E
Surf. of pavement
8" Nom., Vary as shown on plans or as directed.
12"

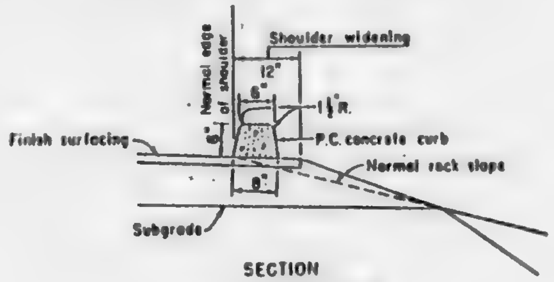
TYPE-"B"

E= 9-Inch

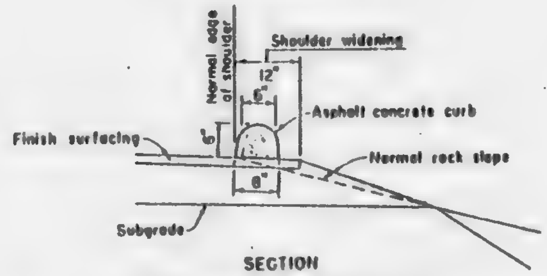

6"
1"R.
E
Surf. of pavement
"H" Variable
16" Min.
9"

TYPE-"C"

## DRAINAGE CURBS

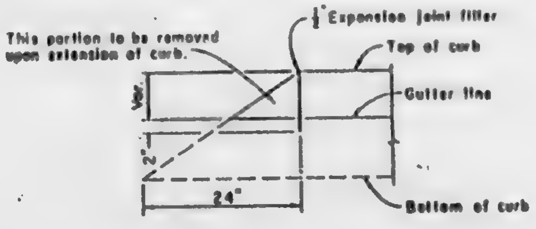

Shoulder widening
Normal edge of shoulder
12"
6"
1 1/2"R.
6"
Finish surfacing
P.C. concrete curb
Normal rock slope
8"
Subgrade

SECTION
P.C. CONCRETE


Shoulder widening
Normal edge of shoulder
12"
6"
Asphalt concrete curb
6"
Finish surfacing
Normal rock slope
8"
Subgrade

SECTION
ASPHALT CONCRETE

NOTE:
1 Dimensions nominal, vary to conform with curb machine approved by the engineer.
2 Joint Spacing Expansion, 200' maximum and all points of tangency; contraction, 15' maximum.


This portion to be removed upon extension of curb.
1/2" Expansion joint filler
Top of curb
Gutter line
Var.
2"
24"
Bottom of curb

CURB ENDING DETAIL

GENERAL NOTES:

1. Curb exposure "E" = 7" normal. Vary as shown on plans or as directed.
2. Joint spacing should be 15' maximum for contraction and 200' maximum or at all points of tangency for expansion.
3. Transitions shall be used in connecting curbs of different exposures "E". ("E" is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper.) Minimum desirable transition length shall be 20' for each 1" difference in "E".
4. Tops of all curbs shall slope toward the roadway 0.02' normal unless otherwise shown or as directed.

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

CURBS

JANUARY, 1983

| REVISIONS | | APPROVED |
|---|---|---|
| DATE | DESCRIPTION | ASST. STATE HIGHWAY ENGINEER |
| | | DRG. NO. 2077 |

2-4.1

PRICE AGREEMENT NO# 5 CONTRACT NO# C10105
The Dalles-California & Willamette Hwys Seal Project
The Dalles-Calif & Willamette Hwys
Klamath, Lane and Deschutes Counties

## SIDEWALK RAMP

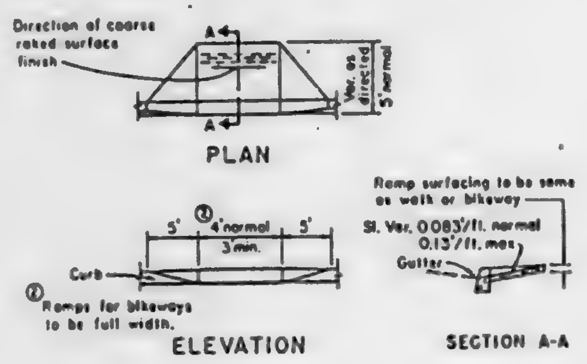
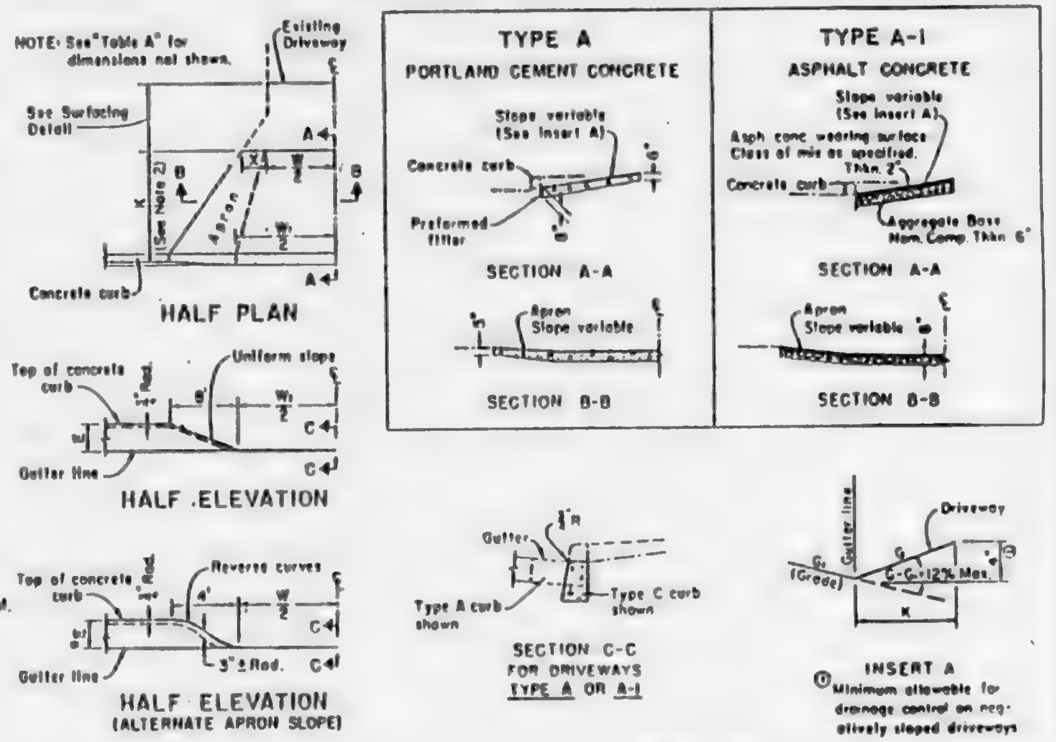

Direction of coarse raked surface finish
A
A
Var. as directed
5' normal
PLAN
5'
② 4' normal
5'
3' min.
Curb
② Ramps for bikeways to be full width.
ELEVATION
Ramp surfacing to be same as walk or bikeway
Sl. Var. 0.083'/ft. normal
0.13'/ft. max.
Gutter
SECTION A-A

TABLE A

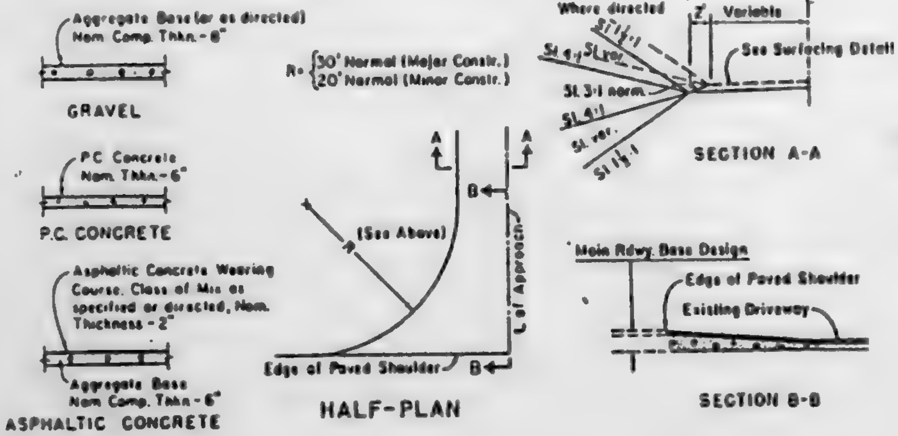
| W | X | K in feet | | | |
|---|---|---|---|---|---|
| | | 5 | 6 | 8 | 10 |
| feet | feet | W₁ in feet | | | |
| 12 | 3 | 16 | 15 | 15 | 15 |
| 14 | | 17 | 17 | 17 | 17 |
| 16 | | 19 | 19 | 19 | 19 |
| 18 | | 21 | 21 | 21 | 21 |
| 20 | | 23 | 23 | 23 | 23 |
| 22 | 4 | 27 | 28 | 29 | 30 |
| 24 | | 29 | 30 | 31 | 32 |
| 26 | | 31 | 32 | 33 | 34 |
| 28 | | 33 | 34 | 35 | 36 |
| 30 | | 35 | 36 | 37 | 38 |
| 32 | 5 | 41 | 42 | 44 | 46 |
| 34 | | 43 | 44 | 46 | 48 |
| 36 | | 45 | 46 | 48 | 50 |

* Curb exposure "E" = 7" normal. Vary as shown on plans or as directed.

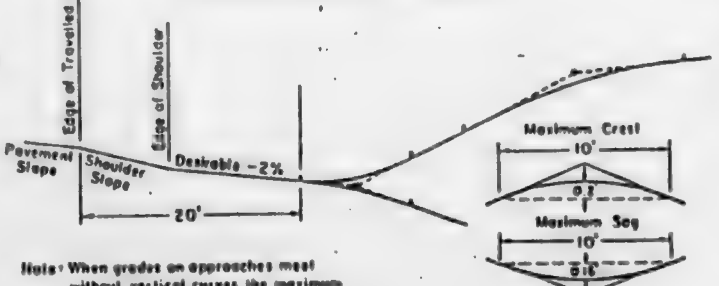
## DRIVEWAYS


NOTE: See "Table A" for dimensions not shown.
Existing Driveway
See Surfacing Detail
A
B
X
W/2
K
(See Note 2)
Apron
W₁/2
Concrete curb
A
HALF PLAN
Top of concrete curb
Uniform slope
8'
W₁/2
C
Gutter line
C
HALF ELEVATION
Top of concrete curb
Reverse curves
4'
W/2
C
3" ± Rad.
Gutter line
C
HALF ELEVATION
(ALTERNATE APRON SLOPE)
TYPE A
PORTLAND CEMENT CONCRETE
Slope variable (See Insert A)
Concrete curb
Preformed filler
SECTION A-A
Apron
Slope variable
SECTION B-B
TYPE A-1
ASPHALT CONCRETE
Slope variable (See Insert A)
Asph conc wearing surface Class of mix as specified. Thkn. 2"
Concrete curb
Aggregate Base Nom. Comp. Thkn 6"
SECTION A-A
Apron
Slope variable
SECTION B-B
Gutter
Type A curb shown
Type C curb shown
SECTION C-C
FOR DRIVEWAYS
TYPE A OR A-1
Gutter line
Driveway
G₁
(Grade)
G
G-G₁=12% Max.
K
①
INSERT A
① Minimum allowable for drainage control on negatively sloped driveways

## APPROACH


SURFACING
Aggregate Base (or as directed) Nom. Comp. Thkn. - 6"
GRAVEL
P.C. Concrete Nom. Thkn. - 6"
P.C. CONCRETE
Asphaltic Concrete Wearing Course. Class of Mix as specified or directed, Nom. Thickness - 2"
Aggregate Base Nom. Comp. Thkn - 6"
ASPHALTIC CONCRETE
R = 30' Normal (Major Constr.)
20' Normal (Minor Constr.)
A
A
B
(See Above)
R
Edge of Paved Shoulder
B
L of Approach
HALF-PLAN
Where directed
Sl. 1½:1
Sl. 4:1
Sl. var.
Sl. 3:1 norm.
Sl. 4:1
Sl. var.
Sl. 1½:1
2'
Variable
See Surfacing Detail
SECTION A-A
Main Rdwy. Base Design
Edge of Paved Shoulder
Existing Driveway
SECTION B-B

## APPROACH PROFILE


Edge of Travelled Way
Edge of Shoulder
Pavement Slope
Shoulder Slope
Desirable -2%
20'
Maximum Crest
10'
0.2'
Maximum Sag
10'
0.15'

Note: When grades on approaches meet without vertical curves the maximum algebraic difference on crests should be 8% and on sags 12%. Grades steeper than 15% should not be used without prior approval of the Road Design Engineer.

GENERAL NOTES:

1. Width of driveway (W) as shown on plans or as directed.
2. K is the distance from face of curb to back of present or future walk or 10 feet, whichever distance is less.
3. Where existing driveway is in good condition, construct only as much as required for satisfactory connection with new work.
4. "Alternate Apron Slope" used only where plans designate type with an (M) suffix. Example: Type A(M) or type A-1(M).
5. Increase thickness of asphalt concrete and stone base where shown on plans.

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

# SIDEWALK RAMP, DRIVEWAYS & APPROACHES

JANUARY, 1983

| REVISIONS | | APPROVED |
|---|---|---|
| DATE | DESCRIPTION | ASST. STATE HIGHWAY ENGINEER |
| | | DRG. NO. 20778 |

2-4.3

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

# WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): The Dalles-California & Willamette Hwys Chip Seal Project

CONTRACT NO.: C10097

HIGHWAY: The Dalles-California & Willamette

COUNTY: Deschutes, Lane and Klamath

PREFIX: FA C10097

NET EFFECT OF ORDER ON PROJECT INCREASE ~~DECREASE~~: $ 2,326.00

PROJECT AUTHORIZATION: $ 2,458,302.00

EST. PROJECT COST WITH ORDER: $1,956,484.00

OVERRUN: -20 %

F.A. PROJECT NO.: State

ESTIMATED STARTING DATE*

OR

DATE WORK WAS STARTED*: 9-12-85

WORK OR CHANGE IS SUBSTANTIAL? ☒ YES ☐ NO

TO ACCOMPANY (ORDER TYPE AND NUMBER): P.A. #5

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) — DATE: 9-11-85 — FOR: ☒ REVIEW ☒ APPROVAL

SUBMITTED TO CONSTRUCTION BY REGION (SIGN) — DATE: 9-13-85 — FOR: ☐ REVIEW ☒ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

| | | | DATE |
|---|---|---|---|
| Steve Macnab | BY | John Stucky | 8-19-85 |
| Dale Allen | BY | Richard J. Steyskal | 8-16-85 |
| | BY | | |
| | BY | | |

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

| | | | DATE |
|---|---|---|---|
| Steve Macnab | BY | John Stucky | 8-19-85 |
| | BY | | |
| | BY | | |

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA— BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM— BY DATE

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☐ NOT APPROPRIATE

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section):

Dave Parker BY Richard J. Steyskal DATE 8-29-85

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section):

Dave Parker BY Richard J. Steyskal DATE 8-29-85

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

This is in an area that is a transition from a 4 lane section to a 2 lane section.

This area is a city block that starts with curb and only goes to midblock and stops.

During an on site visit with members of local Bicycle Committee and Dick Nelson, DMS, we discussed that people stretch the transition. If we didn't place a curb, people would use paved bikeway to stretch the transition further. We felt it would create an unsafe condition to bicyclist's.

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1862 (REV. 10-82)

Submit Original to Construction Section

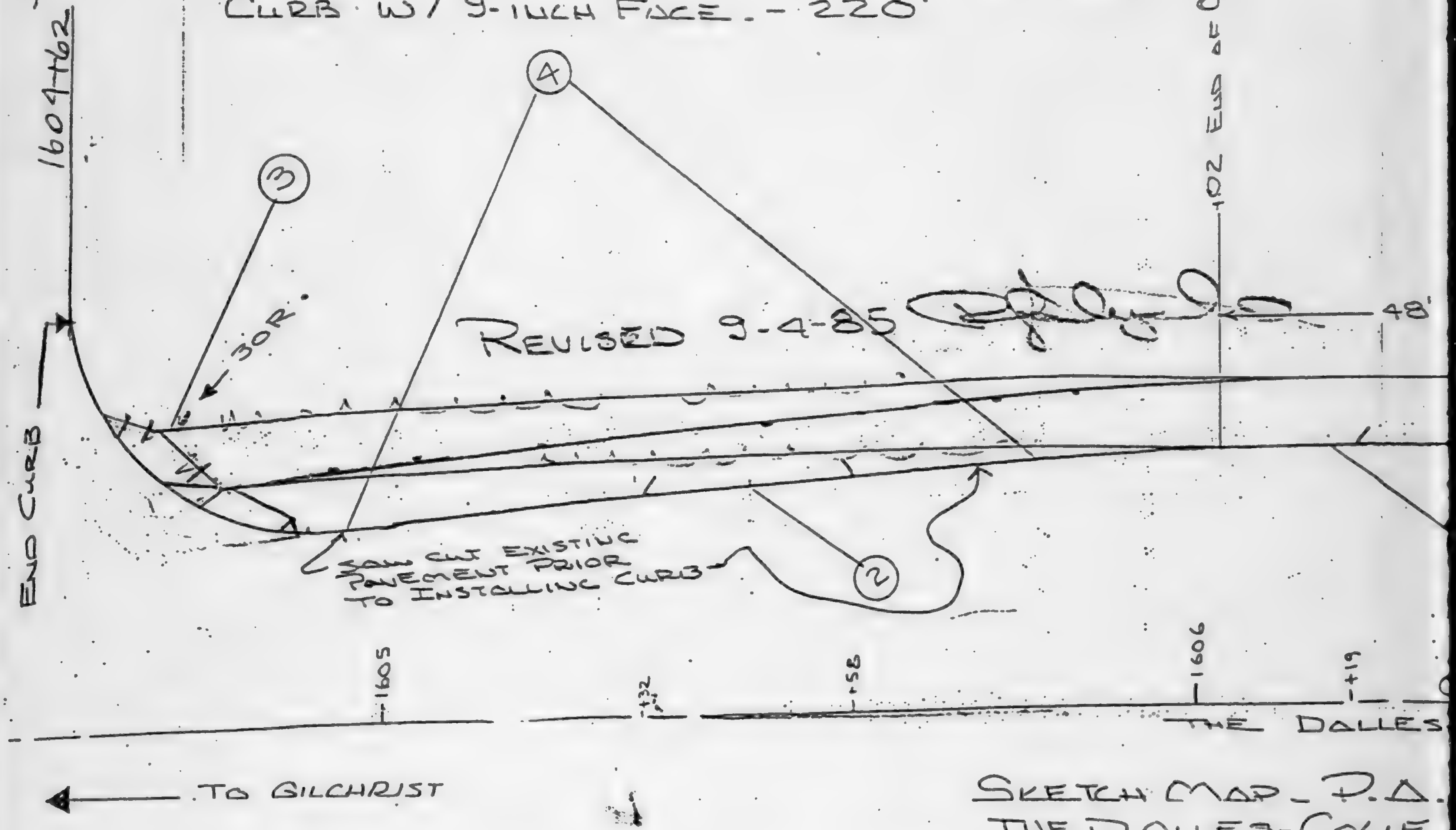
SCALE: 1" = 20'

① 1606+02 TO 1606+50. REMOVE EXISTING CURB - 48'

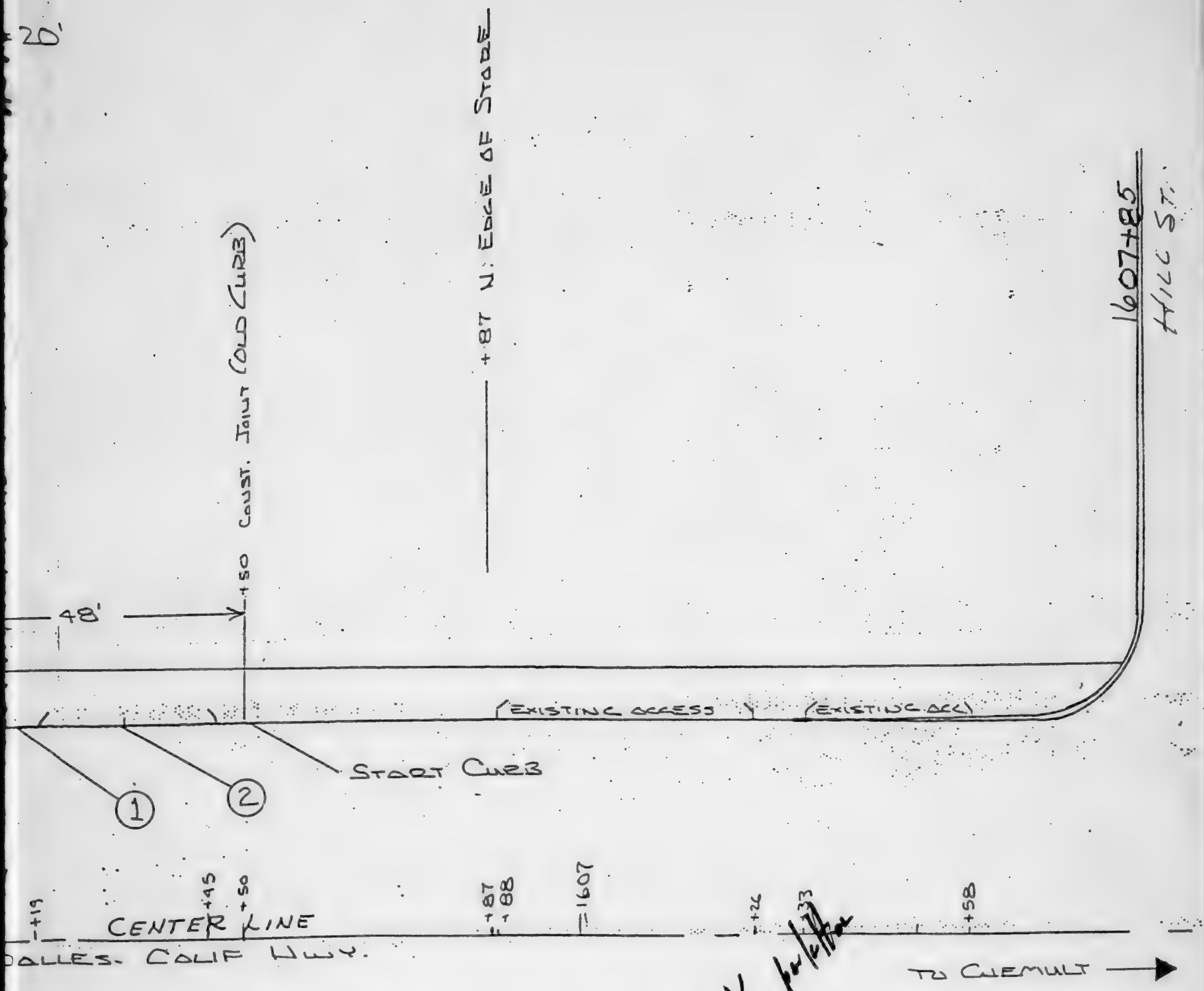
② 1605+45 & 1606+32 CONST DEPRESSED CURB - 26' & 26'

③ CONST. SIDEWALK RAMP

④ 1604+62 TO 1606+50 CONST. TYPE "C" CONC. CURB W/ 9-INCH FACE. - 220'


STEVENS ST.
1604+62
END CURB
③
30R
④
REVISED 9-4-85
48'
102 END OF OLD CURB
SAW CUT EXISTING PAVEMENT PRIOR TO INSTALLING CURB
②
1605
+32
+58
1606
+19
THE DALLES
TO GILCHRIST

SKETCH MAP _ P.A.
THE DALLES-CALIF
CONTRACT: 10.09


=20'
+87 N. EDGE OF STORE
+50 CONST. JOINT (OLD CURB)
1607+85
HILL ST.
48'
(EXISTING ACCESS)
(EXISTING ACC.)
START CURB
①
②
+19
+45
+50
+87
+88
1607
+26
+33
+58
CENTER LINE
DALLES- CALIF HWY.
TO CHEMULT

P.A. No. 5
CALIF / WILLAMETTE HWYS. SEALS
10.097

O.K. for letter
RAH

CL 1985-0207

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 20, 1985

Wildish Sand & Gravel Co.
P.O. Box 7428
Eugene, OR 97401

CON 5
#10,097

IN REPLY REFER TO
FILE NO.:

This will acknowledge your Notice of Claim dated November 6, 1985, concerning the following Highway Division contract:

| | |
|---|---|
| FILED BY: | Wildish Sand & Gravel Co. |
| AMOUNT: | $32,415.78 plus late charges of $1,296.64, and interest on unpaid balance |
| FOR: | Materials and services |
| AGAINST (Prime contrac: | Fabricators, Incorporated |
| CONTRACT NO.: | 10,097 |
| PROJECT: | The Dalles-California and Willamette Highways Seal Project |
| SURETY: | Industrial Indemnity Company |
| AGENT: | Rollins Burdick Hunter of Oregon, Inc. |

On November 8, 1985, you advised us that payment had been received in the amount of $33,712.42 and that you wished to release the claim. This information has been noted in our records.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Fabricators, Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97305

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
2-18-86 cc

WILDISH
*Since 1935*

**WILDISH SAND & GRAVEL CO.**
P. O. BOX 7428
EUGENE, OREGON 97401
(503) 485-1700

November 6, 1985

CERTIFIED MAIL
P714 038 347

Fabricators, Inc.
2705 Lancaster N.E.
Salem, Oregon 97310

Subject: Claim on Bond for OSHD Contract 10097
Project Name: Dalles/California and Willamette Highway

Gentlemen:

Attached please find a copy of the Notice of Claim filed by this company on the above referenced subject. This Notice of Claim relates to non-payment of materials and services for the time period of August 13th, 14th and 15th 1985.

This letter is sent by Certified Mail pursuant to and in compliance with the laws of the State of Oregon. The amount indicated on the Notice of Claim is due and owing and is that sum remaining after all just offsets and credits.

Yours very truly,

WILDISH SAND & GRAVEL CO.

Richard E. Wildish
President

NOTED
V.E. SKOOG

Attachment

cc: Oregon State Highway Division
Salem, Oregon

Industrial Indemnity
Portland, Oregon

Secretary of State
Salem, Oregon

REW/llh

RECEIVED
NOV 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV - 7 1985
HIGHWAY ACCOUNTING

## NOTICE OF CLAIM ON PAYMENT BOND

TO: OREGON STATE HIGHWAY DIVISION
Department of Transportation
Room 435, Transportation Building
Salem, Oregon 97310

FABRICATORS, INC.
2705 Lancaster NE
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, Wildish Sand & Gravel Co. has a claim for furnishing materials and services in the sum of Thirty-Two Thousand Four Hundred Fifteen and 78/100 Dollars ($32,415.78) plus Late Charges of One Thousand Two Hundred Ninety Six and 64/100 Dollars ($1,296.64), plus interest at the rate of 24% per annum on the unpaid principal balance, due against the bond taken from Fabricators, Inc. as principal, and Industrial Indemnity, as surety, for use on that project known as Contract 10097, Dalles/California and Willamette Highway.

WILDISH SAND & GRAVEL CO.
P O Box 7428
Eugene, OR 97401

Dated: November 6, 1985

By:
Richard E. Wildish, President

cc: Industrial Indemnity
Bond: YS 879-4178
421 S.W. 6th Ave.Suite #600
Portland, OR 97204

Secretary of State
Barbara Roberts
State Capitol Room 141
Salem, OR 97310

RECEIVED
NOV 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WILDISH
Since 1935

**WILDISH SAND & GRAVEL CO.**
P. O. BOX 7428
EUGENE, OREGON 97401
(503) 485-1700

November 8, 1985

Oregon State Highway Division
Dept. of Transportation
Room 435, Transportation Building
Salem, Oregon 97310

Fabricators, Inc.
2705 Lancaster N E
Salem, Oregon 97310

Industrial Indemnity
Bond:YS 879-4178
421 S W 6th Ave. Suite 600
Portland, OR 97204

Secretary of State
Barara Roberts
State Capitol Room 141
Salem OR 97310

Gentlemen:

Please be advised that Wildish Sand & Gravel Co. hereby releases the Notice of Claim filed November 7, 1985 against the bond for the Contract known as 10097 Dalles/California and Willamette Highway. Payment in full has been received as of this date in the amount of Thirty Three Thousand Seven Hundred Twelve and 42/100.

Yours very truly,

WILDISH SAND & GRAVEL CO.

Richard E. Wildish
President

REW/llh

RECEIVED
NOV 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CORPORATE HEADQUARTERS OFFICE: 3600 COUNTY FARM ROAD, EUGENE, OREGON
AN EQUAL OPPORTUNITY EMPLOYER

10,097

W. E. Schwartz

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

November 5, 1985

In Reply Refer to
File No.:

Mr. Roy Houck, Jr.
Fabricators, Inc.
2705 Lancaster Dr., NE
Salem, OR 97303

Dear Mr. Houck:

RE: The Dalles/Calif and Willamette
Highways Seal Project
Contract #10,097

Attached is a letter from your insurance carrier relative to a claim submitted by Mr. Toepel for damage to his vehicle. The Division has no expressed interest in the claim and settlement of such is between you and the claimant. I am resubmitting this directly to you for reconsideration and resolution.

Mr. Toepel's letter indicates direct involvement of your equipment while he was in the pilot line. Given the alleged circumstances, we do not consider the event to be a "road hazard" since the control of materials and equipment are the contractor's responsiblity under the terms of the contract.

A copy of this letter and attachments is being sent to Mr. Toepel for his information.

Sincerely,

Steve Macnab

Steve Macnab
Region Operations Engineer

NOTED
W. E. SCHWARTZ

SHM:br

Enclosure

CC: Mr. Theron M. Toepel, with attachment

bc: ✓W.E. Schwartz, w/attachments
Richard Steyskal, w/attachments

RECEIVED
STATE HWY ENGR
NOV 6 '85
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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TROMP & McKINLEY INSURANCE, INC.
A Division of Corroon & Black of Oregon, Inc.
P.O. BOX 1357 EUGENE, OREGON 97440 PHONE 687-2222

Ron Boehl
F. Greatwood
R.A. Ballin
Charlotte Lee
Ernie Robirds
Mike Lewis

Ray Paiement
Bill Rose
J. D. McBurney
R.C. McCracken
Larry Buck

LIFE INSURANCE
John Sedberry
John Boivin

October 30, 1985

Mr. Stephen H. Macnab
Region Operations Engineer
Department of Transportation
Highway Division - Region 4
P.O. Box 5309
Bend, OR 97708

Re: Claim - Theron M. Toepel

Dear Mr. Macnab:

Our firm has had the opportunity to review the claim that you have submitted to Fabricators, Inc. We are extremely sorry for the damage that was incurred but, unfortunately, the damage that Mr. Toepel incurred is always viewed as a road hazard and will not be covered by the insurance company representing Fabricators, Inc.

Unless the circumstances can be proven that Fabricators, Inc. was negligent, there would be no coverage under the circumstances. I would recommend highly that the claimant turn the claim over to his insurance company where it will be covered under his comprehensive portion of his insurance coverage. Then, at that time, if his insurance company feels very strongly that there was negligence on the part of Fabricators, Inc. they will definitely subrogate back to try and recover their claim payment.

Should you have any questions or wish to discuss this further, please feel free to contact me personally at any time.

Sincerely,

TROMP & McKINLEY INSURANCE, INC.

Ray Paiement

R. M. Paiement
Vice-President

RMP/1

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RSO REGION 4 P.R.
ASSIGNED ____________

H

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

September 27, 1985

In Reply Refer to
File No.:

Theron M. Toepel
4316 Wessex Drive
San Jose, CA 95136

Dear Mr. Toepel:

I regret the problems that you encountered on our construction project near Chemult. Flaggers and pilot cars are used extensively on this type of work to protect the public and their vehicles.

Subsection 107.21 of our contract with Fabricator's, Inc. requires them to carry insurance coverage for such property damage. They are solely responsible for settlement of such claims.

I am sending a copy of your letter to them for resolution. Their address for your future use is:

Fabricators, Inc.
2705 Lancaster Dr., NE
Salem, OR 97303

If I can be of further assistance, please let me know.

Sincerely,

Stephen H Macnab
Stephen H. Macnab
Region Operations Engineer

NOTED
W. E. SCHWARTZ

SHM:br

CC: W. E. Schwartz
Roy Houk, Jr., c/o Fabricators, Inc. w/attachment
Richard Steyskal, Project Manager, w/attachment

RECEIVED
STATE HWY ENGR
SEP 30 '85
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734-1827

TERRY TOEPEL & ASSOC.

4316 Wessex Drive
San Jose, CA 95136
(408) 267-5599

RE ME FAS
RTS RECEIVED GEO
RUS SEP 26 1985 RDS
RSO REGION 4 RBI
ASSIGNED Steve

Acknowledge
and forward
to Contr. [illegible] & PM.

9/17/85

Mr. L. W. Rulison
Oregon State Highway Engineer
101 Transport Bldg.
Salem, Oregon 97310

RECEIVED
ST. HWY ENGR
SEP 24 '85
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W&S
D/R
orig. to
9/24

Dear Mr. Rulison,

On a recent visit to Oregon we were traveling south on Hwy. 97 just north of Chemult when we encountered road repair or resurfacing. It was well marked etc with reduced speed and cautions.

We proceeded through the repairing area behind a 'lead' truck at a slow pace but from the other direction several trucks came by at a fast rate of speed spewing gravel etc. then a line of cars & trucks came from the opposite direction as well which made it very difficult

TERRY TOEPEL & ASSOC.

4316 Wessex Drive
San Jose, CA 95136
(408) 267-5599

to proceed.

When the gravel as dump trucks passed, we were hit with tons of stones on the front & left side of the car. When we finally came out of the dust & dirt & could see, we had to cracks in our windshield and many chips. We also have numerous little chips along the side of the car. I turned and went into the State Hwy. garage just north of town & asked what to do. I was sent back to the sight where I pointed out the damage to a girl named Susan Stapleton, an employe of Fabricators, Inc. She called a foreman named Mike who said I should contact Fabricators, Inc. I called and was told "sorry, just a road hazard."

There is no way I am going to accept that, hence my call

TERRY TOEPEL & ASSOC.

4316 Wessex Drive
San Jose, CA 95136
(408) 267-5599

to the Oregon State Dept. of Hwys.

I spoke to Sherri Lane who was most helpful and said your office was the place to go to file my claim. I do not feel it is my responsibility to handle this when Fabricators, Inc. used bad judgement in controlling the repaving area.

A new windshield is $200+ instalation. I have no idea of the cost to repaint the lower panels on the rhs side of the car. I have a 1984 V.W. Vanagon.

I also understand since contacting Fabricators, Inc. there are many such claims!

Please advise ASAP how this will be handled.

Regards,

Theron M. Toepel

THERON M. TOEPEL

September 19, 1986

Fabricators, Inc.
2705 Lancaster Dr. NE
Salem, OR 97305

CON 5

Re: Time Extension Request
The Dalles/California and Willamette
Highways Seal Project
Contract No. 10,097

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 13 calendar days for completion of phase "a", and an additional 8 calendar days for completion of phase "b" due to delay resulting from negotiations for changes in rock gradation, typical section and quantities.

Our analysis indicates that these changes did not delay completion of either phase "a" or phase "b" of this contract. The typical section and quantity changes resulted in less work to be performed and less time required to perform the work. Your request is therefore denied.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Richard Steyskal.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
D. D. Allen w/att.
R. Steyskal w/att.

TE/197

STATE OF OREGON

INTEROFFICE MEMO

CAE — RECEIVED LS...... TC......
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CA............ AUG 27 1985 FE ...... CP ......
SA...... CC......
CAM ............ CONSTRUCTION FOC............
LEO............ SECTION QC........
FILE......

DATE: August 23, 1985

TO: C. O. Fredrickson
Construction Engineer

FROM: Steve Macnab
Steve Macnab
Region Operations Engineer

SUBJECT: Request for Time Extension
The Dalles/California and Willamette Highways Seal Project
Contract #10097

Attached is a request from Fabricators, Inc. for adjustment of contract time amounting to 10 additional working days. The contract is set up with final completion dates of September 15, 1985, for the chip seal work and September 30, 1985, for all work.

Their justification for the additional time stems from our negotiations with them to reduce the quantity of chip seal work in the contract and the conversion from a 1/4"-0 aggregate to a 1/4"-10 aggregate.

These negotiations occured during the period from July 18, 1985, through July 26, 1985 (date final quantities for revision were presented to the Contractor). On July 29 and 30, the Contractor informed Mr. Steyskal of the subcontractors he intended to use for aggregate production. August 1, Hay & Clark began to produce aggregate for the project.

It is the Region's recommendation that the request for adjustment of contract time be denied for the following reasons:

1. Award and execution of the contract was expedited by the Division. Subsection 103.02 permits the State 30 days from date of bid opening to award a contract. Award of this contract was made on July 18, 1985, seven days following the bid opening.

2. The Contractor did not execute and return the contract to Commission Services until July 24, 1985. This was two days after our initial discussions with him relating to the proposed changes.

3. The preconstruction conference was held in a timely manner on July 25, 1985.

4. The contract was changed to eliminate the 1/4"-#10 seal on approximately 31 miles within Units 2, 3, 7, and part of 4, thereby substantially reducing the time required by the Contractor to complete the work.

5. The contract was changed to reduce the seal widths to accommodate the Contractor's chip spreader thereby eliminating the need for him to seal the shoulders full width under separate operations. This also reduced the time required by the Contractor to complete the work.

In summary, the State has made every attempt to expedite and facilitate completion of this contract within the specified completion dates. Contract award was made in a timely manner, and the amount of work substantially reduced without corresponding reduction of contract time.

As a side note, adjustment of time under 108.08 would not, in itself, benefit the Contractor significantly without a correspondending change in paving season dates under 403.31 and the Section entitled Polymer Modified Emulsified Asphalt Chip Seal. Such a change has not been requested at this time.

9-18-85

SHM:br

W. E. Schwartz -

CC: Richard Steyskal

I concur with Region & P.M. and recommend that this request be denied.

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************  ***************************  ****************
*                                                         *
* DELIVER TO: REGION 4 HWY                                *
*                                                         *
*                                                         *
* ORIGINAL                                                *
* SENT:           09/09/85  TIME: 14:11                   *
* FROM:           RICHARD J. STEYSKAL                     *
* SUBJECT:        EXPENSES                                *
* PRINT DATE:     09/13/85  TIME: 08:38                   *
*                                                         *
***********************************************************
```

ATTEN: R.O. HAVIG

FROM: R.J. STEYSKAL

REQUEST APPROVAL TO PLACE INSPECTOR'S, ON CONTRACT 10,097 THE DALLES-CALIFORNIA AND WILLAMETTE HWYS SEAL PROJECT, TO BE PLACED ON 7 DAY A WEEK EXPENSES DUE TO THE MOVEMENT OF CONTRACTOR.

EXAMPLE:
START WORK OAKRIDGE 8-19-85
FINISH WORK OAKRIDGE 8-23-85

START WORK LAPINE 8-24-85
FINISH WORK LAPINE 8-29-85

START WORK CHEMULT 9-3-85
FINISH WORK CHEMULT 8-4-85

START WORK CHILOQUIN 8-5-85

OUR PEOPLE ALSO HAVE TO MAKE NIGHT CHECKS OF FLAGGING AND SWEEPING.

STEVE MACNAB GAVE HIS APPROVAL THIS A.M.

Approved
Warren E.

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FOR

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ASSIGNED ______ RBI

August 6, 1985

CON 5
#10,097

Fabricators, Incorporated
2705 Lancaster Drive, N. E.
Salem, OR 97305

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,097 for The Dalles/California and Willamette Highways Seal Project in Deschutes, Klamath and Lane Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue, Suite 600
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Richard Steyskal

**FABRICATORS INCORPORATED**
**EQUIPMENT SALES, RENTAL AND REPAIR**
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

July 16, 1985

Mr. John Widmer, EEO & Labor Comp.
Oregon State Transportation Dept.
1128 Chemeketa Business Center
Salem, OR 97310

Re: The Dalles/California & Willamette Hwys. Seal Project

Dear Sir:

For the above referenced project, we intend to subcontract the following items to Cherokee General Corporation, a woman business enterprise, for a total amount of $25,902 or 1%.

| | | | |
|---|---|---|---|
| BI 3 | Temp. Traffic Cont. (Partial) | L.S. | $3,000 |
| BI 4 | Temporary Signs | 2700 sf @ $5.50 | 14,850 |
| BI 5 | Temporary Barricades | 8 ea @ 44.00 | 352 |
| BI 6 | Temp. Plastic Safety Markers | 60 ea @ 35.00 | 2,100 |
| BI 7 | Sequential Arrow Signs | 4 ea @ 1400.00 | 5,600 |
| | | TOTAL | $25,902 |

We also intend to subcontract the following items to Valley Truck & Container, a minoirty owned business, for a total amount of $41,800 or 1.7% of the contract.

| | | | |
|---|---|---|---|
| BI 8 | Flaggers | 2000 hr @ $11.00 | $22,000 |
| BI 9 | Pilot Car | 600 hr @ $33.00 | 19,800 |
| | | | $41,800 |

Sincerely,

Roy L. Houck, III
Project Superintendent

slk

RECEIVED
JUL 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

ROAD DESIGN SECTION TRA 16-2

Dale Allen
Region 4 Engineer

Rick Kuehn
Final Design Engineer

July 5, 1985

REFERRED TO
NEW Mann Cuno Henry
GAY Dayton Eriksen Gettis
Baker GAY Anderson
King Bedford Leu
Return Discuss D Due
By FINAL DESIGN ENGINEER

Temporary Pavement Markers
The Dalles-Cal. & Willamette Highways
Sealing Project

As a result of your concern about the number of temporary markers being used on this project, we have done considerable investigation into this question.

The contract will call for four of the flexible markers spaced three feet, four inches apart to simulate a 10-foot line and then a 30-foot gap. This configuration is based on information in a May 3, 1985 FHWA memorandum (attached). I've discussed this with Bud George who in turn talked to Dick Arnold at FHWA. The result was that FHWA considers this document as the guideline that is to be used until this information is written into the MUTCD. The subject project does not use Federal dollars, but from a liability standpoint it seems that if we are going to use a system, it should be used regardless of funding source.

A committee has prepared a proposed policy on pavement markings in all of our maintenance and construction areas. Al Harwood and Dwayne Hofstetter are on that committee and I conferred with them. A copy of their proposed policy is attached. On page 2 they have a section on definitions and their explanation of using raised pavement markers to make a broken line matches exactly the FHWA memorandum. Under installation they state that markings should be on approximately 40-foot centers. As they have written this document, a marking can be a 10-foot long series of closely spaced markers.

Personally, I feel that this scheme uses more markers than necessary and I would favor one every forty feet. However, with the guidelines available to us now, it doesn't seem that we have any choice but to use the close groupings of four on 40-foot centers. I suggest that you document the effectiveness or excessiveness of this pattern with photos both at night and during the day and keep accurate records of how many of the markers are lost to traffic. We may want to use that information to seek a revision of these guidelines.

RK:ja

Attachment

cc D. O. Christensen
C. O. Fredrickson
L. E. George
Jim Gix
Al Harwood
Dwayne Hofstetter
John Sheldrake

RE: 4- P.M.s/10' ON 40 CENTERS

6/25/85

RICK,

BUD SAYS FEDS NOW CONSIDER THIS A STANDARD. EVEN THO DALLES- CALIFORNIA IS NOT A FED MONEY JOB BETTER STICK WITH IT FOR NOW FOR CONSISTENCY & LIABILITY

WHEN IT COMES OUT IN THE FEDERAL REGISTER TRAFFIC WILL INVESTIGATE IT & RESPOND.

THE FOUR MARKERS DO APPEAR TO BE OVER KILL. MAYBE THEY ARE ANTICIPATING A LOSS FACTOR.

K.D.

cc: A. ANDERSON

U.S. Department of Transportation
Federal Highway Administration

# Memorandum

a copy
2 EC

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MAY 2 0 1985
TRAFFIC ENGINEERING

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MAY 2 4 [illegible]
ROAD DESIGN SECTION

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**Subject:** Temporary Pavement Marking

**Date:** MAY 3 1989

**From:** Director, Office of Traffic Operations
Washington, D.C. 20590

**Reply to Attn. of:** HTO-21

**To:** Regional Federal Highway Administrators
Regions 1-10

The purpose of this memorandum is to update and reaffirm the guidelines of our October 18, 1980, memorandum pertaining to the uniform application of temporary (interim) pavement markings in construction, maintenance, and utility work zones.

The provisions of this memorandum will be proposed as an amendment to the Manual on Uniform Traffic Control Devices (MUTCD) through the rulemaking process. Recognizing that raised pavement markers are being used in work zone areas in several States and that a uniform application of markings enhances both safety and traffic operations, these guides are provided prior to the completion of the rulemaking process.

The guidelines listed below apply to all construction, maintenance, and utility work zones open to public travel. The guidelines are in essentially the same format as the 1980 guidelines. Changed wording is underlined where text has been added and lined out where text has been deleted.

1. Centerline

   Desirable - 10-foot stripe/30-foot gap (or equal)
   Minimum - 4-foot stripe on 40-foot center

   A 2-foot stripe on 20-foot center may be warranted for roadways with severe curvature.

REFERRED TO
Mann Cuno Henry
Dayton Erikson Gettis AA
Baker Anderson Lea
King Bedford Due
Return Discuss Do File
By FINAL DESIGN ENGINEER

2. Lane Line

   Desirable - 10-foot stripe/30-foot gap (or equal)
   Minimum - 4-foot stripe on 40-foot center

NOTED
J. O. BUTLER

3. Edge Line

   Edge line markings, when used, shall be a solid stripe.

   A combination Raised Pavement Marker (RPM)/stripe system is permitted for left edge line on multi-lane roads. RPMs or combination RPM/stripe normally should not be used ~~is not permitted~~ for right edge line

5-20-85
cy Rick Kuehn
Al Harwood
[illegible]

John Sheldrake
Rob Edgar

markings. They may be used when it is obvious to the motorists that such markings are for delineation and are not intended to mark a lane line. Examples include: ramps, gores, bifurcations, narrow bridges, detours, or at spot hazards. When used with edge line stripes, RPMs should normally be placed on the traffic side of the edge line stripe.

### 4. No-Passing Barrier

All no-passing barrier markings, when used, are to be a solid yellow stripe as specified by the MUTCD. For short-term situations, (3 calendar days or less) where centerlines are installed on a two or three-lane roadway, no-passing zones may be identified by using signs rather than pavement markings.

### 5. Reflectorization

All markings having application at night shall be fully reflectorized. No partial (skip) reflectorization (i.e., reflectorizing only a portion of the stripe) may be approved.

### 6. Raised Pavement Markers

RPMs having self-adhesive (or other) backing may be used in lieu of or to supplement other pavement markings. The term reflective RPM used herein means retroreflective RPM.

A. Where RPMs are used to simulate a line, recommended spacing is as follows:

1. Broken Line - Four reflective RPMs on 3 1/3-foot centers with a 30-foot gap (or equal).
2. Solid Line - Reflective RPMs on 5-foot centers. However, up to a 10-foot spacing may be acceptable.
3. Double Solid Line - Same pattern as solid line except two lines 3 to 4-inches apart.

Note: When RPMs are used to simulate a line they must be visible both day and night.

B. Where RPMs are used to supplement a line, recommended spacing is as follows:

1. Broken Lines - Reflective RPMs ~~on 40 foot centers (or equal)~~ at center of gap.
2. Solid Line - Reflective RPMs on 40-foot centers 2 to 3 ~~1 to 2~~ -inches ~~right of~~ to the side of the stripe supplemented.

3. Double Solid Line - Same pattern as solid line except two lines of RPMs (outside striped lines - both sides). Recommended spacing on transitions, painted islands or medians, and curves 6° or more is 20-foot centers.

7. **Materials**

Paint, RPMs, preformed tapes, or other material, as appropriate for local conditions, may be used for ~~interim~~ temporary pavement markings.

8. **Application**

Inappropriate existing pavement markings shall be removed and the new ~~interim~~ temporary markings placed before traffic is permitted on the affected road. The intended vehicle path should be clearly marked at the end of the work day where new paving ~~surface~~ materials are placed.

The decision to use desirable marking patterns or minimum marking patterns contained herein should be made on the basis of an engineering analysis. Generally, minimum patterns will be adequate for roads having 1000 VPD or less, 40 mph posted speed or less, and a 3-day duration construction/maintenance/utility activity or less. The decision to use paint, preformed markings, or RPMs is best made on the basis of roadway/traffic conditions and the availability and cost of material and labor. All ~~interim~~ temporary pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.

John P. Eicher

OREGON DEPARTMENT OF TRANSPORTATION
Highway Division
Traffic Engineering Section

INTERIM

# POLICY FOR TEMPORARY PAVEMENT MARKING MAINTENANCE AND CONSTRUCTION AREAS

Before reopening a section of roadway to traffic, it is the policy of the Highway Division that temporary pavement markings will be installed when permanent markings have been obliterated by maintenance or construction activities, if a timely installation of permanent markings is not possible or practical. It is also the policy of the Highway Division that temporary or permanent markings will be in place before a new section of roadway is opened to traffic. All previous pavement markings which would conflict with the new markings will be removed or obliterated prior to opening the section to traffic.

Temporary pavement markings will be installed in accordance with previously developed pavement marking plans for construction and maintenance work. If plans have not been developed, temporary markings will be installed in accordance with the following guidelines.

All pavement markings shall conform to applicable portions of the National Manual on Uniform Traffic Control Devices and the Oregon supplements thereto.

## TEMPORARY PAVEMENT MARKING DEVICES:

1. Reflectorized Traffic Marking Tape

   Strips of reflectorized traffic marking tape should be approximately four-inches wide by at least six-inches long, except for special conditions as explained under the installation section of this policy.

2. Raised Non-Reflectorized Pavement Markers

   Non-reflectorized pavement markers may be used only in conjunction with reflectorized pavement markers.

3. Flexible Reflectorized Plastic Pavement Markers

   Temporary pavement marking for oiling projects may be accomplished by using flexible reflectorized plastic pavement markers.

## DELINEATORS:

1. Traffic cones or plastic barrels marked with reflective material may be utilized to delineate lanes of traffic for a limited duration if their placement does not reduce the effective lane widths to less than 12-feet.

2. Reflectorized tape, buttons, or markers mounted on barriers or sight posts or supported by other means above the surface of the roadway may be used to mark the edge of the roadway or obstruction.

## DEFINITIONS:

1. Broken Line (Skip Line)

   A noncontinuous pavement marking used to separate lanes of traffic traveling in the same or in opposite directions. Currently in Oregon, the broken line consists of a 10-foot long marking of paint, tape, or a closely spaced series of raised pavement markers separated by 30-foot gaps.

2. Solid Line

   A continuous pavement marking of paint, tape, or closely spaced raised traffic markers.

3. Lane Line

   Usually a white broken line as described in number one above.

4. Edge Line (Fog Line)

   A solid line marking the outside edge of a travel lane, either the left or right edge.

5. Center Line

   A yellow line either solid or broken separating lanes of traffic traveling in opposite directions.

## INSTALLATION:

The pattern for temporary pavement markings should match the permanent markings, as shown on the standard striping plans or as called for by the temporary traffic marking plan.

Pavement markings installed as a temporary marking replacing a skip line, a lane line, or center line should be spaced at approximately 40-foot centers or less. When installed for a solid yellow line, spacing should not exceed 40-feet.

Pavement markings installed for a double yellow line or a center line through a no passing zone should be installed in pairs spaced at approximately 40-foot centers or less.

Temporary marking of stop bars at intersection crossings should be continuous strips of tape the full width of the traffic lane to be controlled. Temporary marking of school crossings should be continuous strips of tape the full width of the roadway. Temporary marking of standard crosswalks is not considered necessary.

The color and type of pavement marker for marking a temporary traffic pattern must conform to the requirements of the Manual on Uniform Traffic Control Devices.

Temporary replacement of edge lines is not considered practical or necessary when the edge of the roadway is marked with either permanent or temporary delineators at a spacing not exceeding 400-feet. Spacing should be reduced as necessary to properly delineate the roadway through curves.

## SPECIAL CONSIDERATIONS:

Temporary pavement markings for oiling projects present a special problem, particularly during the first few days following application of the oil mat due to loose rock. Some success has been reported using the flexible reflectorized plastic markers. They may not be dependable in every case. If used they should be placed prior to commencement of the oiling project. Permanent pavement markings should be installed as soon as the loose rock disappears from the surface of the roadway or as soon as installation is practical. Emphasis shojld be placed on edge delineation through oiling projects with either permanent or temporary delineators.

Inclement weather may on occasion prevent installation of pavement markings. When this occurs, special attention should be given to delineators. When the condition of the pavement permits, pavement markings shall be installed as soon as practical.

Edge marking may be used in certain situations. However, abbreviated intermittent markers which would give the appearance of a lane line or center line must be avoided.

[illegible]

5

Date: June 7, 1984

To: Oregon Transportation Commission

PRO

From: H.S. Coulter
State Highway Engineer

Subject: Identification of Two New Projects for Construction.

On your Agenda at the June 20 meeting will be a request to identify the following two projects for funding in the Six-Year Program.

[illegible]

SECTION: The Dalles/California and Willamette Highways Seal Projects
HIGHWAY: The Dalles-California & Willamette
COUNTY: Deschutes, Klamath & Lane
PROGRAM YR: 1986 Construction
FUNDING: State
Total Estimated Cost: $2,500,000

DESCRIPTION: Winter weather has caused ravelling of several sections. This project will cold plane raveled areas, replace bridge deck membranes, and provide chip seals.

IMPACT: Funds will be available.

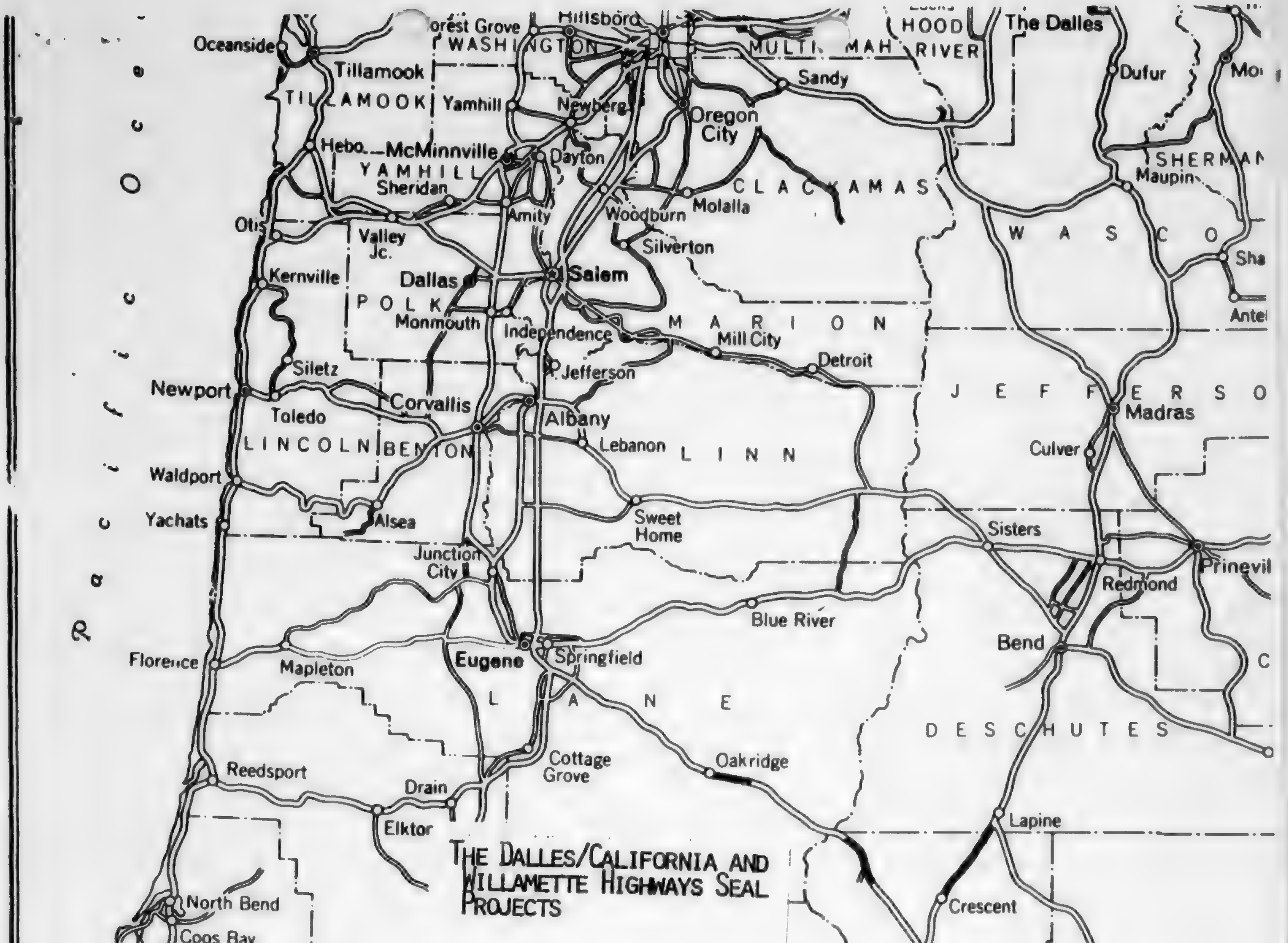
SECTION: Reed Service Road U'Xing Bridge #8173
HIGHWAY: Pacific
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: State
Total Estimated Cost: $ 100,000

DESCRIPTION: Structure was severely damaged by truck collision. Project would repair damaged beams and make other related repairs.

IMPACT: Funds will be available.

cc
Fred D. Miller
R.W. Gormsen
R.N. Bothman
E.S. Hunter
W.E. Schwartz
G.A. Potter
C.O. Fredrickson
D.O. Christensen
L.E. George
Cam Gilmour
R.C. Pool
V.E. Skoog
Region Engineers
George Bell

DMB:me lkm



THE DALLES/CALIFORNIA AND WILLAMETTE HIGHWAYS SEAL PROJECTS

Pacific Oce
Oceanside
Forest Grove
Hillsboro
HOOD RIVER
The Dalles
WASHINGTON
MULTNOMAH
Tillamook
TILLAMOOK
Yamhill
Newberg
Sandy
Dufur
Oregon City
Hebo
McMinnville
YAMHILL
Dayton
Sheridan
SHERMAN
Maupin
CLACKAMAS
Amity
Woodburn
Molalla
Otis
Valley Jc.
Silverton
WASCO
Kernville
Dallas
Salem
POLK
Monmouth
MARION
Independence
Mill City
Jefferson
Detroit
Siletz
Newport
Corvallis
Albany
JEFFERSON
Madras
Toledo
LINCOLN
BENTON
Lebanon
LINN
Culver
Waldport
Yachats
Alsea
Sweet Home
Sisters
Junction City
Redmond
Prinevil
Blue River
Bend
Florence
Mapleton
Eugene
Springfield
LANE
DESCHUTES
Reedsport
Cottage Grove
Oakridge
Drain
Elktor
Lapine
North Bend
Coos Bay
Crescent
COOS
DOUGLAS
Roseburg
Chemult
Coquille
Bandon
Myrtle Point
Dillard
Myrtle Creek
Silver Lake
Powers
Canyonville
Tiller
Port Orford
Prospect
Trail
CURRY
Klamath Agency
KLAMATH
Chiloquin
Sams Valley
Grants Pass
Gold Beach
JOSEPHINE
Lakecreek
Beatty
Bly
Jacksonville
Medford
Klamath Falls
Williams
JACKSON
Kerby
Ashland
Dairy
Bonanza
Keno
Brookings
Oregon Caves
Merrill

1985 Marquam Creek Br. Sec. on 10,098
Cascade Hwy. (Grad., & paving)

C+A- 8099 - 11-6-84
3-22-84

OMI

**Oregon Micro-Imaging, Inc.**

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

# RETAKE

1985 Marquam Creek Br. Sec. on 10,098
Cascade Hwy. (Grad., & paving)

C+A- 8099 - 11-6-84
3-22-84

OMI

**Oregon Micro-Imaging, Inc.**

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

# END

# OF

# RETAKE

# OFFICE DATA - OREGON FEDERAL-AID PROJECTS

## OREGON STATE HIGHWAY DIVISION

Item No. 40097

Project No. BRF-78(7)

Project Marquam Creek Bridge Highway Cascade South County Clackamas

Type of Work P.E., R/W Length-Rdy. ______ Brs. ______ Total ______

PEA Estimate - Date Submitted 11-21-83 Amount 15,000 — Government 12,000 — State 3,000 — Co. City — — —

PA Estimate - Date Submitted 12-12-83 Amount 15,000 - Government 12,000 - State 3,000 - Co. City — — —

Rev PA Estimate - Date Submitted 10-2-84 Amount 19,485.05 Government 15,588 State 3,897.05 Co. City — —

" " Estimate - Date Submitted 5-23-85 Amount 20,735.05 Government 16,588 State 4,147.05 Co. City — — —

" " Estimate - Date Submitted 9-18-86 Amount 30,290 Government 25,232 State 6308 Co. City — — —

" " Estimate - Date Submitted 9-22-87 Amount 40,200 Government 32,160 State 8,040 Co. City — — —

Preliminary Engineering Phase I ______ Phase II ______ Rights of Way ______ Construction ______ Other ______

Project Agreement - Amount 12,000 - Date 12-16-83 State Contract No. ______ P.P.R. Copy ______

Modified Agreement - Amount 15,588 Date 10-2-84 State Contract No. ______ P.P.R. Copy ______

Modified Agreement - Amount 16,588 Date 6-5-85

Modified Agreement - Amount 25232 Date 9-23-86

Modified Agreement - Amount 32,160 Date 10-1-87

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Pro-rata 80% Group 1 100% Group 2 ______ Group 3 ______ Group 8 ______ Group 9 ______

Appd Code 118

## RECORD OF VOUCHERS

| No. | Date Submitted | Amount | Total Amount To Date | Date Payment Received | Prefix<br>103-1911 | Prefix<br>103-2545 | Prefix | Prefix |
|---|---|---|---|---|---|---|---|---|
| Final | 12-28-90 | 0.00 | 34,429.27 | 1-14-91 | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | Total | | | | | | | |

FORM 734-3144 (Rev. 11-78)

10,098

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

12-91

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE
FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO ( INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY

( For use of Paying Office )

VOUCHER TYPE ( Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 11 29 83
TO 10 30 89

FEDERAL AID PROJECT NO. BRF 78(7)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures ( 23 U.S.C. 117)

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| 43,461.27 | 43,429.27 | 80.00 | 34,429.27 | 34,743.41 | -0- |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.*

STATE HIGHWAY AGENCY
Oregon

DATE
12/31/90

SIGNATURE OF AUTHORIZED OFFICIAL
Robert E Warburg
ASSISTANT CONTROLLER

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

### MARQUAM CREEK BRIDGE SECTION
### CASCADE S. HIGHWAY
### CLACKAMAS COUNTY

| | | |
|---|---|---|
| Type Code PE<br>Preliminary Engineering | | |
| State | All Required | $16,899.76 |
| Consultant (Swan Wooster Engineering) | All Required | 14,589.41 |
| Total Preliminary Engineering Costs | | $31,489.17 |
| Miscellaneous Project Costs | | |
| Audit | All Required | $ 466.78 |
| TYPE CODE ROW | | |
| RIGHT OF WAY | All Required | $11,473.32 |
| TOTAL PARTICIPATING COST | | $43,429.27 |
| Non-Participating Project Cost | | |
| Preliminary Engineering | All Required | $ 24.00 |
| Right of Way | All Required | 8.00 |
| TOTAL NON-PARTICIPATING PROJECT COST | | $ 32.00 |
| TOTAL PROJECT COSTS | | $43,461.27 |

BRF 78(7)

Required audits conducted, any adjustments necessary have been made.

10,072 5

NEIL GOLDSCHMIDT
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

Lee Franklin, P.E.
P.O. Box 14030
885 Airport Road, Bldg. 35
Salem, OR 97310

RECEIVED
STATE HWY ENGR
SEP 26 '88
REFER TO
FOR
Info Answer R/D D/R Sign Act File

n Reply Refer to
File No

September 22, 1988

D. R. ADAMS

Auburn Construction
P.O. Box 1045
Wilsonville, OR 97070

Re: Marquam Creek Bridge
C10098

Attn: Tom Berning

A meeting was convened in the office of the Deputy Highway Engineer, Mr. Don Adams, at 1:30 p.m., September 22, 1988. The purpose of this meeting was to hear your presentation of new information and arguments in favor of reevaluating the responses contained in our letter of July 22, 1988. Present at this meeting was Don Adams, Deputy Engineer; Bryant Jackmond, Contract Administration Engineer; Ken Karnosh, Region 2 Construction Engineer; and Lee Franklin, Project Manager. Your presence at this meeting was not accounted for.

In your absence, we discussed and reviewed the contents of your August 3, 1988 letter and Mr. Adams' letter of August 24, 1988. Under the present circumstances, we have no reason to believe our response letters of July 22, 1988 and August 24, 1988 contain errors. Therefore, we have no reason to alter the findings and contents of the July 22, 1988 and August 24, 1988 letters. We adjourned the meeting at 1:55 p.m. this date.

Under the conditions of having set up this meeting on September 15, 1988, only to be cancelled by you, and then setting a meeting for 1:30 p.m. September 22, 1988, only to have you not show, there will be no further opportunity for you to have your case informally reviewed.

The contents of our July 22, 1988 and August 24, 1988 letters are a matter of record and will be administered without alteration.

Lee Franklin

Lee Franklin
Project Manager

LF/ng

attachment

cc: Don Adams
Ken Husby
Bryant Jackmond
Ken Karnosh
file

10,098

August 24, 1988

CON 5

Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

Claimed Discrepancy
Time Extension Decision
Marquam Creek Bridge
Contract No. 10,098

This is in response to your letter of August 3, 1988. You state that the low strength precast slabs had no bearing on the delay in the channel change work done under Price Agreement No. 3. A review of project documents indicates that the channel change work under Price Agreement No. 3 could not be completed until traffic was removed from the detour. Traffic could not be removed from the detour until it could be routed over the new structure. The traffic switch was delayed by the low strength precast slabs. We see no reason to alter the findings in my letter of July 22, 1988.

Should you wish further review of this matter, please contact Project Manager Lee Franklin. He will arrange a meeting in my office to discuss this matter at a time convenient to both parties.

Donald R. Adams
Deputy State Highway Engineer

bc: Ken Husby
Bill Anhorn
Lee Franklin

OBJ:hh lkm

Bu 8/19

August 3, 1988

Dept. of Transportation
Transportation Building
Salem, Oregon 97310

RE: Time Extension Request, #10,098

Attn: Donald R. Adams

Gentlemen,

We have reviewed your letter of July 22, 1988 and find the following discrpency. Under your Item 4 the low strength precast slabs had no bearing on the time delay. The channel problem was brought to the project managers attention numerous times after the piling and caps were in position. The delay was caused by the design time and negotiation with the landowner. We proceeded immediately with the work when the price agreement was initiated, and see no reason for the eleven day penalty.

Very Truly Yours,

Thomas W. Berning

Thomas W. Berning
Auburn Construction Co.

CC: Lee Franklin

RECEIVED
STATE HWY ENGR
AUG 9 '88
REFER TO
Ken Husby
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  | X | by 8-19 |  |  |  |

8-9
og

10,098

July 22, 1988

Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

CON

Time Extension Request
Marquam Creek Bridge
Contract No. 10098
FAP No. BRF-78(10)

Your request for additional contract time in which to complete the above project was received on January 29, 1986 and, through failure on our part, was misplaced and not acted upon. For this, I apologize.

You have requested an additional 54 calendar days of contract time due to changes in the earthwork, changes in the pile driving, low strength precast concrete slabs, added channel change work and weather delay to asphalt paving resulting from these delays.

Our findings are as follows:

1. Earthwork changes. Price Agreement No. 4 provided compensation and changed the earthwork from "embankment in place" to "excavation." This change did increase the earthwork quantities and did require additional time. Our records indicate that this change required an additional four calendar days to accomplish.

2. Changes in pile driving. Price Agreement No. 8 provided compensation for the changes in pile driving. Our records indicate that this work required six calendar days.

3. Low strength precast concrete slabs. The precast concrete slabs for this project indicated a low early strength and were not allowed to be placed until we reviewed the 28-day compressive strength test. They remained below the specified strength at 28 days and you were allowed to install them with a price reduction. According to your request, this delayed the project for 15 calendar days. The furnishing of specified materials is a contractor responsibility and is deemed to be within his control.

4. Added channel change work. This work was performed under Price Agreement No. 3, which required work to be completed by November 30, 1985. This work was completed on December 11, 1985, resulting in 11 days of liquidated damages. The delay caused by Item 3 above, low strength precast concrete slabs, delayed the completion of the work under Price Agreement No. 3. The delay in completing the channel change is, therefore, a contractor responsibility.

5. A.C. paving delay due to weather. According to your memo, the project was ready for A.C. paving on November 14, 1985. Without the 15-day delay caused by the low strength slabs, the project would have been ready for A.C. paving on October 31, 1985. The project required only about 605 tons of A.C. paving at that time. Sufficient good paving weather was available to complete this small amount of paving within the additional contract time warranted under Items 1 and 2 above. The delay in A.C. paving completion is deemed to be the result of the low strength precast concrete slabs.

In summary, a contract time adjustment of an additional 10 calendar days is granted for the completion of Phase "a" of this contract due to the changes made under Items 1 and 2 above. The remainder of your request is deemed to be for causes within your control and is denied.

There remains 44 calendar days of liquidated damages under Phase "a" of this contract and 11 calendar days under Phase "b". (See Price Agreement No. 3.)

Due to our oversight and delay in processing your request, we will include the payment of interest from March 29, 1986 to August 1, 1988 on the amount of liquidated damages returned to you.

Donald R. Adams
Deputy State Highway Engineer

bc w/att: Don Forbes
Ken Husby
Bill Anhorn
Lee Franklin
FHWA
Bruce Walton - Note: Interest due. Include in estimate as N-P

OBJ:cm

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** Ken Husby
Region Two Construction Engineer

**FROM:** Lee Franklin *Lee*
Project Manager

**SUBJECT:** Time Extension Request
Marquam Creek Bridge
Contract 10098

**DATE:** February 10, 1988

REGION 2 OFFICE
RECEIVED
Inman ait
FEB 10 1983
RLO ___ ROS ___
RE ___ RMS ___ RME ___ ROSI ___
RTS ___ RLS ___ RPC ___ RFS ___
RUS ___ RG ___ RSR ___ ___

Attached is the Contractor's Request for Adjustment of Contract Time and his supporting documentation. Although the supporting documentation does not comply in the strictest sense with the requirements of the request form, I feel we have a moral obligation to evaluate this request. The formal request was made 29 days after Second Notification. Please note this evaluation is two years after the request was received. Since I have had the responsibility of this project since August 1987, I share in some of the responsibility for of this extremely delayed response.

My review of the Contractor's claim has now been completed and I recommend the contract time of completion be extended 43 calendar days for Part A (from October 31 to December 13, 1985) and 7 calendar days for Part B (from November 30 to January 3, 1986). The basis for this recommendation is contained in my remarks to the fragmented request issues which follow:

Issue: The Contractor requests an additional ten calendar days due to changing the nature of the project from an embankment category to one of an excavation class.

Remarks: By virtue of Price Agreement No. 4, the project was changed from Embankment to General Excavation. There was no time adjustment allowed in the price agreement. However, in a letter from OSHD to Auburn Construction Co., dated September 24, 1985, I feel the commitment was made and that we have a moral obligation to honor it. The daily progress records indicate only four days were expended on this work, August 13th through 16th, 1985. I recommend the contractor be granted an additional 4 calendar days.

It did take longer to perform (significant excav.) rather than minor embankment.

4 days

Agree. KEH

Issue: The Contractor requested an additional four calendar days as a result of being directed to mobilize a larger pile hammer in an effort to drive pile to minimum penetration after having achieved minimum bearing.

CE ...... CAE ......
COE ...... OM ___
OE ......
CA ___
CAM ___
EEO ___

RECEIVED
MAR 18 1988
CONSTRUCTION
SECTION

SPC ..... TC ___
SA ___
FE ___
POC ___
OCS ___
FILE ___

81-123-1387

PILING DIRECTIONS
WERE FIELD
DICISIONS POSSIBL
NOT 6 DAYS?

Design error
6 C.D. participating. ~~days~~

**Remarks:** Their efforts on two pile using a h [illegible] and augering out the pipe pile core onl [illegible] that the pile were resting on a load bearing strata. The Bridge Design Section and Foundations Unit representatives reviewed the site conditions and design and issue approval that minimum penetration was required. On September 25, 1985, the first pile core was augered out to facilitate further driving. On September 26th and 27th, 1985, driving with a heavier hammer only damaged the pile without further penetration. On September 30, 1985, efforts to attain further penetration were terminated and the pile were cut off to design elevations. Therefore, I recommend the Contractor be granted an additional six calendar days.

unfortunately
accurate.

6 days Agree KEH

**Issue:** The Contractor requests fifteen days because they..."were not allowed to set precast slabs until full strength was attained.".

**Remarks:** The Contractor was prevented from setting understrength slabs between October 7th and 21st, 1985 inclusive. The purpose of this was founded on the lower than normal seven day breaks for these slabs. However, on October 22, 1985, the slabs were set even though they were under strength. An adjustment was made on progress payments for this noncompliance. However, because we allowed understrength slabs to be ultimately used on October 21, I feel these same slabs could just as well have been set on October 7th, 1985 and therefore, we have a moral obligation to accept the delays as one caused by us. Therefore, I recommend an additional fourteen calendar days.

I cannot agree.
Project Mgr excercised
engr. judgment in not
allowing slabs to be
placed. 7-day breaks
were significantly low,
anyway, P.M. could have
rejected slabs ultimately.
We should not grant adj.
because orig P.M
judgment was sound.

0 days -

**Issue:** The Contractor has requested an unknown number of additional days resulting from the additional work they experienced with changing the channel alignment.

**Remarks:** The plans indicate a stream alignment normal to the roadway. The actual stream alignment was found, after clearing and grubbing, to be nearly 45 degrees to the roadway. The Contractor was required to perform extra work under Price Agreement No. 3 to correct this situation. Our daily progress records show this work to occur between November 14 through December 11 inclusive. Therefore, I recommend granting additional contract time in the amount of seven calendar days.

Extra work,
Unanticipated
channel change.
Agree.
concurrent with
other weather delays
7 days

**Issue:** The Contractor requests additional time because of changes to the contract which delayed their readiness for paving into a rainy and cold weather period.

[illegible] paved except for 1 day ( [illegible] 29th) because of rain and/or freezing weather. See attached weather records.

Remarks: The previously discussed changes and allowances for adjusting Contractor's time impacted critical path work. Since the aggregate of my recommended time extension allowances for work required to be done prior to paving amounts to 24 calendar days, I feel the Contractor would have been ready for paving prior to the onset of the adverse weather which started November 15, 1985. The Contractor's paving was delayed from November 15 to December 3, 1985 inclusive due to adverse weather. Since this amounts to nineteen days and we have caused twenty-four days of delay due to extra work prior to November 15th, I recommend granting additional contract time in the amount of nineteen calendar days.

Adverse weather actually began 11-4-85, which was the second work day of the month, and continued until 12-3-85.

In summary, I offer the following extrapolation of events and time frames which impacted the critical path for the project.

Part "A"

Extra work:

| | | | | |
|---|---|---|---|---|
| Yes | Pile hammer change | 6 days | Extended critical path | |
| No- | Slab setting delay | 14 days | Extended critical path | -contractor respons. |
| Yes | Embankment changed for general excavation | 4 days | Extended critical path | |
| | Total | 24 days | Extension to critical path | |

Completion date of 10/31 + 24 days = Adjusted completion date of 11/24.

Weather delayed paving from 11/15 to 12/3 = 19days

Adjusted completion date of 11/24 + 19 days = Adjusted completion date of 12/13.

Note: New road and bridge opened to public on 12/4. Remaining work related to channel change and punch list items for work required to be completed under "A" completion date.

Conclusion: Time count for Part "A" completion should have stopped on 12/4. A revised weekly day count report is necessary. With the completion date for Part "A" adjusted to 12/13/85, no liquidated damages would be charged.

Part "B"

Because the critical path was extended for Part "A" from 10/31 to 12/4 it seems reasonable that the completion date for Part "B" should be extended the same amount, from 11/30/85 to 1/3/86. This is especially so since Part "B" work could not be done until Part "A" work was completed. Part "B" work was required by P.A. #3 and involved changing alignment of Marquam Creek after the detour was no longer needed. The actual time to complete Part "B" work was 7 days. The date of completion for Part "B" was 12/11/85. Therefore no liquidated damages should be charged under Part "B".

7 days

The contractor should be absolved of all liquidated damages due to extra work being required which affected the critical path of this project.

cc: File
LF/kah
Example.mem

7-19-88

Don Adams -
I do not agree with Region nor with P.M.
PCC slab delay was contractor responsibility. This caused "ripple" delays to other work, i.e., bad weather for paving, etc.
The design errors in the earthwork, piling and channel change do warrant time and P.A. 3 already gave an added 30 C.D. for the channel change work. I can only justify 10 C.D. of added time.

cc: CO Fredrickson w/orig attachments

Region supports Project Manager's analysis with the exception of the delay caused by the low strength conc slabs, which was the contractor's.

Both the state and the contractor share the blame for pushing the job into bad weather. The State's plans, designed + prepared by a consultant, were marginal at best. The earthwork error, the pile driving fiasco, and the fact that the bridge (and plans) did not fit the site, including channel alignment — all had to interrupt the work progress to an extent that is difficult to determine, such as loss of efficiency. The contractor also performed R/W obligations not in the contract, with a "defensive" landowner. These facts, coupled with 30 days of inclement weather, are sufficient mitigating evidence to support elimination of the 14 remaining days of liquidated damages.

Region recommends elimination of all liquidated damages and requests your concurrence.

CC Letter : Franklin

jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>2 | **COUNTY**<br>Clackamas | **DIVISION**<br>Oregon |
| **DATE OF REPORT**<br>12/4/87 | **REPORT MADE BY**<br>D. B. Carter, Area Engineer | | **PROJECT NO.**<br>BRF-78(10) |
| **COMPLETION DATE (Actual)**<br>12/31/85 | **ACCEPTANCE DATE BY CONRTACT AGENCY**<br>7/20/87 | **TIME ELAPSED**<br>SEE BELOW* | **CONTRACT TIME**<br>a) S.C.D. 10/31/85<br>b) 5/31/86 |

**LOCATION**

Approximately 10 miles southeast of Woodburn on OR 213 in Clackamas County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## MARQUAM CREEK BRIDGE SECTION
## CASCADE HIGHWAY SOUTH
## Grading, Paving & Structure

This project provided for the replacement of an existing structure and the associated approach construction.

The contract provided that all work but (a) the pavement wearing course be completed by 10/31/85 with (b) all work specified to be completed by May 31, 1986. The contractor overran part (a) of the time by 54 calendar days and was assessed 54 days liquidated damages. In addition, Price Agreement No.3, which had a specified completion date of November 30, 1985 was overrun by 11 calendar days. The contractor was assessed 11 days of liquidated damages as per the price agreement.

The final cost of the original contract bid items was $143,061.41 or a 28.5 percent underrun of the contract bid amount of $183,861. The final cost of the project including all contract changes and construction engineering was $237,781.78. The large underrun in the original bid amount was the result of several contract changes which resulted in several bid items being deleted with the associated work being done under the change order process.

All participating work has been completed. All project signing and striping is complete.

A final inspection of the completed work was made on May 30, 1986.

- DBC -

RECEIVED
STATE HWY ENGR
DEC 9 '87
REFER TO Fredrickson
FOR
Act File

NOTED
W. E. SCHWARTZ
by 12/10

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| **SIGNATURE**<br>Daniel B. Carter | | **SIGNATURE** | |
| **TITLE**<br>Area Engineer | **DATE**<br>12/3/87 | **TITLE**<br>District Engineer A | **DATE**<br>12/8/87 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10,098

August 6, 1987

CON 5 - #10,098

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On July 22, 1987, we wrote to you concerning release of final payment on Contract No. 10,098 awarded to Auburn Construction Co. for work on the Marquam Creek Bridge Section of Cascade Highway South in Clackamas County.

Final payment on this contract is $500.00 and the total contract amount is $203,372.05. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,098

NEIL GOLDSCHMIDT
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5
10098

DATE: May 6, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M. Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-78(10)

Contract 10098, Work Completed December 31, 1985
Project Marquam Creek Bridge
Highway Cascade Highway South
County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 17, 1987

for Dale E. Wilken
Division Administrator

BMW:ll

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

RECEIVED
STAT HWY ENGR
JUN 8 '87
REFER TO
FOR

NOTED
LARRY RULIEN

RECEIVED
MAY 7 1987
OREGON DIVISION

Form 734-3122 (1-87)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# WE LY REPORT FOR CONSTRUCTION ECTS

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>Marquam Creek Bridge | | WEEK ENDING<br>October 25, 1986 |
| | | CONTRACT NO<br>10008 |
| HIGHWAY<br>Cascade South | COUNTY<br>Clackamas | F A PROJECT NO<br>BRF-78(10) |
| CONTRACTOR<br>Auburn Construction | KIND OF WORK<br>Grade, Pave and Structure | DATE OF AWARD<br>August 1, 1985 |

| PROJECT AUTHORIZATION | | ENGINEERING | | |
|---|---|---|---|---|
| CURRENT AUTHORIZATION | $ 260,838.74 | AUTHORIZATION | $ 24,151.70 | FIRST NOTIFICATION DATE<br>August 9, 1985 |
| | | COST THIS WEEK | $ 0.00 | ESTIMATED DATE OF COMPLETION, OR<br>Complete |
| ESTIMATED PROJECT COST | $ 260,838.74 | TOTAL TO DATE | $ 26,352.30 | SECOND NOTIFICATION DATE AND<br>December 24, 1985 |
| ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN | 0.0 % | PERCENT OF AUTHORIZATION | 109 % | ESTIMATED SEMIFINAL SUBMITTAL DATE<br>May 26, 1986 |

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| A | 10/31/85 | 87 | 192.0 | 220 | Yes |
| B | 11/30/85 | 30 | 41.0 | 136 | Yes |
| C | 05/31/86 | 297 | 171.0 | 57 | Yes |
| | / / | 0 | 0.0 | 0 | |

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 350 CY | 4,134 CY | 1,080 T | | | |
| EST. CORRECTED QUANTITIES | 1,712 CY | 2,905 CY | 1,080 T | | | |
| EST. PERFORMED TO DATE | 1,712 CY | 2,789 CY | 1,080 T | | | |
| PERCENT PERFORMED TO DATE | 100 | 96 | 100 | 0 | 100 | 0 |

ACTIVITIES THIS WEEK:

No Activity

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

[✓ CE] CAE
[✓ CCE] OM
OE
[✓ CA]
CAM
EEO

RECEIVED
OCT 29 1986
CONSTRUCTION SECTION

SPC TC
[✓ SA] CC
FE CP
PQC
[✓ QCS]
FILE

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Project complete.
SEMI-Final estimate submitted 5/26/86.
Third notification 10-15-86.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGNATURE)
William H Piete
WILLIAM H. PIETE

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-78(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas
3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40097
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FOR
[illegible] [illegible] R/D D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE September 23, 1986
8. FEDERAL ROUTE NUMBER Primary 78
9. STATE ROUTE NUMBER 160
10. GENERAL LOCATION:

Marquam Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/18/86 we approve the revised Preliminary Engineering costs to a TEC of $30,290; Federal Funds $24,232.

(Increase TEC $10,804.95; Federal Funds $8,644)

14. DATE 9/26/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

N

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 18, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40097
Project No. BRF-78(7)
Marquam Creek Bridge Sec.
Clackamas County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

Additional funding was required for the following activities to supplement the work done by the consultant due to the unanticipated need to acquire right-of-way: 900 (Project Engineering Field Office), 905 (Final Design), 909 and 910 (R/W Descriptions & Maps), and 913 (R/W Liaison). This is the final request for the project.

The preliminary engineering costs are $30,290.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkb
Attachment
cc: Rick Kuehn, Reg. 1
Wayne Schulte, Reg. 1
Paul Singer

Form 734-3122

PS

Oregon State Highway Division
Salem, Oregon September 18, 1986

Federal-Aid Project No. BRF-78(7)

Marquam Creek Bridge
Cascade South Highway
Clackamas County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 30,290.00 |
| | | Total | $ 30,290.00 |

Type Code ROW
Right-of-way

| | | | |
|---|---|---|---|
| Right-of-way | All Required | | $ 1,000.00 |
| | Acquisition Expense | | 250.00 |
| | | Total | $ 1,250.00 |

| | |
|---|---|
| Length of Project | 0.0 mi. |

## SUMMARY OF FUNDS

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| P.E. | 118 | $ 30,290.00 | $ 24,232.00 | $ 6,058.00 |
| R/W | 118 | 1,250.00 | 1,000.00 | 250.00 |
| Total | | $ 31,540.00 | $ 25,232.00 | $ 6,308.00 |

Group 1: 100%
Prefix: 103-1911
Prefix: 103-2545
RLC:bkb

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| TO BE COMPLETED BY FHWA | | |
|---|---|---|
| MONTHLY TRANSACTION NUMBER<br>9-161 | US Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Clackamas |
| MODIFICATION NUMBER<br>3 | | Project Number<br>BRF-78(7) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 16, 19 83.
is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 20,735.05 | $ 31,540.00 |
| Federal funds | $ 16,588.00 | $ 25,232.00 |
| Other revisions | | |

This modification is made for the following reasons: To include anticipated increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XMX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

HIGHWAY DIVISION - LOCATION UNIT (READ AND CREATE FROM LOCSIN.GE) PRO 6

Don Trout
Project Unit Engineer

DATE 7-14-86

Bob Pool
Location Engineer

Marquam Cr. Br #3044
Cascade South Hwy
Clackamas County
EA No C103-1911
Project No BRF-78(7)

— The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

-- OR --

— ~~The preliminary engineering costs to develop the subject project may exceed the present authorization. To assist you in requesting supplemental funding, we offer the following comments:~~

Additional funding was required for the following activities to supplement the work done on the project due to the unanticipated need to acquire right-of-way. 200 Project Engineering thru maps, 900 for [illegible] [illegible] (R/W Descriptions & maps) and 93 R/W [illegible].
This is the final request for the project.

The preliminary engineering costs are $ 30,290 .

Attached is an itemization by P.E. activity

AUTHORIZATION NO. 3

DATE: 7-14-86

SECTION: Marquam Cr. Br. #3044
HIGHWAY: Cascade, South
COUNTY: Clackamas
PREFIX: C103-1911
F.A. NO: BRF-78 (7)

PRELIMINARY ENGINEERING

| ACTIVITY | ORG. UNIT | *AUTHORIZATION APPROVED BY FHWA | | REVISED AUTHORIZATION REQUESTED | |
|---|---|---|---|---|---|
| 900 Project Engineering Field Offices | | $ 1000 | 00 | $ 2560 | 00 |
| | | | | | |
| 901 Project Engineering Other Offices | N/A | 14,485 | 00 | 14,590 | 00 |
| | N/A | | | | |
| 902 Citizen Involvement | N/A | | | | |
| 903 Final Design Bridge and Foundation | 74 | 1,200 | 00 | 1,750 | 00 |
| | 7420 | | | | |
| | | | | 50 | 00 |
| 904 Preliminary Design | 7110 | | | | |
| 905 Final Design | 73 | 375 | 00 | 3,630 | 00 |
| 906 Redesign | 73 | | | | |
| 907 T.P.D.T. Design | 73 | 125 | 00 | 1,110 | 00 |
| 908 Field Testing | | | | | |
| 909 R/W Descriptions | 7111 | | | 570 | 00 |
| 910 R/W Maps | 7111 | | | 1,500 | 00 |
| 911 Sign And Signal Design | 76 | 200 | 00 | | |
| | 76 | | | | |
| 912 Railroad Maps | 7362 | | | | |
| 913 R/W Liaison | | | | 970 | 00 |
| 914 Utility Liaison | 7783 | | | | |
| | | | | 140 | 00 |
| 915 Landscape Design | 7114 | | | | |
| 916 Photogrammetry Services | 7142 | | | | |
| 917 Inventory Needs | | | | | |
| 920 Project Programming | 06 | 100 | 00 | 180 | 00 |
| 921 Specifications And Estimates | 7200 | 1,000 | 00 | 1,190 | 00 |
| 923 Environmental Studies | 75 | 200 | 00 | 40 | 00 |
| | 75 | | | | |
| 925 Air Monitoring | 7510 | | | | |
| 927 Free Bridge Design | 74 | | | | |
| | 74 | | | | |
| 929 Free Bridge Specifications | 7200 | | | | |
| 933 Base Design | 7141 | 100 | 00 | 80 | 00 |
| 934 Geotechnical Investigation | 7120 | | | | |
| 937 Hydraulic Studies | 7143 | 500 | 00 | 150 | 00 |
| 949 System Studies | N/A | | | | |
| 960 Process Project Prospectus | 7144 | | | 20 | 00 |
| 961 Prepare Hearing Study Data | 7113 | | | | |
| 962 Reconnaissance Surveys | 71 | | | | |
| 963 Review Field Surveys | 7113 | 90 | 00 | 30 | 00 |
| 964 Prepare Permits | 7000 | 110 | 00 | | |
| 980 Conduct Public Hearing | N/A | | | | |
| 020 Training | N/A | | | | |
| 050 Audit Services | 0500 | | | 470 | 00 |
| 990 other activities | | | | 1,260 | 00 |
| | | $19,485 | 00 | $30,290 | 00 |

* Amounts shown converted from function amounts that were previously given for this project.

+10,805

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1986

In Reply Refer to
File No
CON

John Alltucker, President
Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, OR 97440

I have had our Construction Section and Materials lab do an extensive re-evaluation of the price adjustment penalties assessed against your company on three separate contracts involving five bridges.

We began using plastic cylinder molds at the Eugene Sand & Gravel prestress plant in August, 1985. Plastic molds are allowable under AASHTO M 205-81, which is referenced in our Standard Specifications. We were unaware of the effects of the use of plastic molds at the time we began using them and we certainly did not advise your company of possible consequences. We have subsequently found through numerous tests that plastic molds consistently produce results which are approximately 7 1/2 percent lower than the steel molds.

Because we were not able to advise you of the effects of using plastic molds, I have directed our Construction Section to go back to the original test results and penalty calculations and increase the 28 day strengths by 7 1/2 percent where plastic molds were used and recompute the price adjustment.

In doing so, we found that test results on Contract Number 9975, Willamina Creek Bridge, were based on cylinders which were cast in steel molds. We did not adjust the penalty on that contract.

The following is a tabulation of the original penalties and the adjusted penalty:

| Contract | Original Penalty | Adjusted Penalty |
|---|---|---|
| Contract No. 9975<br>Willamina Cr. Br. | $10,569.30 | $10,569.30 |
| Contract No. 10,098<br>Marquam Cr. Br. | 7,815.75 | 492.78 |
| Contract No. 10,078<br>Fremont Hwy. Brs. | 26,004.00 | 4,759.50 |
| TOTAL | $44,389.05 | $15,821.58 |

DIFFERENCE - $28,567.47

7

R
DOT DIRECTOR
SEP 1
Info

**FRED MILLER**

Form 734-3122

I am sorry that we cannot help you with the Willamina Creek Bridge price adjustment but we have been able to offer a significant reduction on the other two contracts because of the change in casting molds. I hope this change resolves the matter.

Wendell E. Schwartz
W. E. Schwartz
Assistant State Highway Engineer

WES:sl

cc Fred D. Miller
C. O. Fredrickson
Bill Quinn
M. D. Glenn

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

CON 5 9975, 10078,
10098

TO: W. E. Schwartz, P.E.
Ass't. State Highway Engineer

DATE: September 9, 1986

RECEIVED
STATE HWY ENGR
SEP 10 '86

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

FROM: C. O. Fredrickson
C. O. Fredrickson
Construction Engineer

SUBJECT: Price Adjustments, Low Strength Concrete
Contract Numbers 9975, 10078 and 10098
Eugene Sand & Gravel Co.

The price adjustments have been recomputed for the subject projects, as discussed with you and with W. J. Quinn. A copy of a September 5 letter from M. D. Glenn (attached), shows the original and the recomputed adjustment figures. A brief chronology of what has taken place may help to show how these amounts were computed and what has taken place during the past 22 months on these projects.

Willamina Creek Bridge - Contract No. 9975
November 20, 1985 (Original Calculation)

Test Cylinders were cast July 11 to July 25 in Steel Molds. Price adjustment was based on 28 day breaking strength in the OSHD Materials Laboratory, as per specifications.

Calculated price adjustment - $10,569.30
No change from original calculation.

Marquam Creek Bridge - Contract No. 10098
November 22, 1985

Test Cylinders were cast in Plastic Molds. Price adjustment was based on 28 day breaking strength in the OSHD Materials Laboratory, as per specifications.

Calculated price adjustment - $7,815.75

March 12, 1986 (Re-calculation)

Because of difference in breaking strength of cylinders cast in steel and concrete molds, averaged test results between the two.

Re-calculated price adjustment - $2,791.65

August 29, 1986, letter from W. J. Quinn, Engineer of Materials, indicated that testing had shown that cylinders cast in steel molds would attain an average of 7-1/2 percent higher compressive strength at 28 days. This factor was applied.

Re-calculated price adjustment - $492.78

### Fremont Highway Bridges - Contract No. 10078

October 1, 1985 (Original Calculation)

Test Cylinders were cast in Plastic Molds. Price adjustment was based on 28 day breaking strength in the OSHD Materials Laboratory, as per specifications.

Calculated price adjustment - $26,004.00

March 12, 1986 (Re-calculation)

Because of difference in breaking strength of cylinders cast in steel and concrete molds, averaged test results between the two, and in this case added a price adjustment for a low cement content as shown on the test report.

Re-calculated price adjustment - $11,755.50

April 3, 1986

Advised that cement content shown on the test report was incorrect.

May 29, 1986 (Re-calculation)

Re-calculated price adjustment - $8,398.50

September 5, 1986 (Re-calculation)

August 29, 1986, letter from W. J. Quinn, Engineer of Materials, indicated that testing had shown that cylinders cast in steel molds would attain an average of 7-1/2 percent higher compressive strength at 28 days. This factor was applied.

Re-calculated price adjustment - $4,759.50

A summary of the price adjustment data is shown in M. D. Glenn's letter. We have used every possible means to make the price adjustment as equitable as possible, and are in agreement with the Materials Laboratory on this method of calculation. Since Eugene Sand & Gravel Co. has contacted you on this matter, please review these methods and procedures and advise if you need any further information. With this last calculation, the price adjustment has been reduced from $44,389.05 to $15,821.08, a difference of $28,567.97.

COF:mk
Attach.

cc: W. J. Quinn
M. D. Glenn

0909lm

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6509

FILE: CON 5
10078 & 10098

TO: C. O. Fredrickson
Construction Engineer

DATE: September 5, 1986

MWGlenn

FROM: M. D. Glenn
Quality Control Supervisor Retired

SUBJECT: Fremont Highway Bridges, Contract No. 10078
Marquam Creek Bridge, Contract No. 10098
Low Strength Concrete Cylinders - Eugene Sand and Gravel Prestressed Members

Attached are calculations for revised price adjustments for acceptance of non-spec prestressed concrete members produced by Eugene Sand and Gravel (ES&G).

This third adjustment is based on adding 7.5 percent to the original cylinder test results recommended by W. J. Quinn, Engineer of Materials, in his letter dated August 29, 1986.

This adjustment results in an additional reduction of $1,665.00 in the price adjustment for the Fremont Highway Bridges, Contract No. 10078. This also results in an additional $2,298.87 reduction in the price adjustment for the Marquam Creek Bridge, Contract No. 10098, for a total additional reduction of $3,963.87.

The original price adjustment of $10,569.30 for the Willamina Creek Bridge, Contract No. 9975, remains unchanged.

## Summary

| Project | Contract Number | Revised Reduction | Original Reduction |
|---|---|---|---|
| Willamina Creek Bridge | 9975 | $10,569.30 | $10,569.30 |
| Fremont Highway Bridges | 10078 | | |
| Class 5500 | | $ 672.00 | $ 3,948.00 |
| Class 6000 | | 1,935.00 | 12,060.00 |
| Class 6500 | | 2,152.50 | 9,996.00 |
| Totals | | $ 4,759.50 | $26,004.00 |

Reduction in price adjustment = $21,244.50 (81.7%)

| Project | Contract Number | Revised Reduction | Original Reduction |
|---|---|---|---|
| Marquam Creek Bridge | 10098 | $ 492.78 | $ 7,815.75 |

Reduction in price adjustment = $7,322.97 (93.7%)

MDG:mk

cc: Bill Quinn
Walt Hart
Bill Piete/att.
Jerry Thackery/att.
Quality Control (2)/att.
Contract Payments/att.

John Altucker/att.
Eugene Sand & Gravel
P. O. Box 1067
Eugene, OR 97440

09046md

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: August 29, 1986

FROM: W. J. Quinn
Engineer of Materials

W. J. Quinn

SUBJECT: Concrete Strength

This is in answer to your question concerning the low concrete cylinder breaks from material produced by Eugene Sand and Gravel for prestress concrete slabs on contracts 9975, 10078 and 10098. I recommend that no adjustment be made in the concrete test results for contract 9975, but a 7 1/2 percent addition be made to the results for contracts 10078 and 10098. This recommendation is based on recent test results which indicated plastic cylinder molds produced an average reduction of 7 1/2 percent in 28 day compression strength when compared to concrete cylinders made in reusable steel molds. After doing some research, I found we began using plastic cylinder molds in the Eugene Sand and Gravel prestressed concrete plant in August, 1985. We began using the molds without knowledge of the effects, and we certainly did not make Eugene Sand and Gravel aware of the consequences. At present, AASHTO M 205-81 allows the use of either reusable steel molds or single use plastic molds.

For your information, we began specifying the use of single use plastic molds in our Special Provisions as of April, 1986, and they will be included in our new Standard Specifications when they are published. We went to the plastic molds because they had several advantages over the steel molds and the tin molds that were previously used. The plastic molds are watertight, whereas the steel molds leak if no special precautions are taken each time they are used. Plastic molds are more resistant to permanent deformation during routine handling than are tin molds. Finally, the plastic molds are significantly less expensive than either the steel or tin mold.

The Salem Lab has made the test results known to the Oregon Prestressed Concrete Industry and appropriate adjustment will be made in their mixes to compensate for the difference in apparent strength. Basically, the state will pay more for the final product because of our decision to use plastic cylinder molds.

WJQ:dn

CE F CAE
COE OM
OF
CA
CAM
EEO

RECEIVED
AUG 29 1986
CONSTRUCTION
SECTION

SPC TC
SA CC
FE CP
POC
OCS
FILE

Contains
Recycled
Materials

10,098

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>4-97 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Clackamas |
| PROJECT REPORT NUMBER | | |
| MODIFICATION NUMBER<br>1 | 4-14-86 | Project Number<br>BRF-78(10) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 15, 19 85, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 210,838.00 | $ 260,268.00 |
| Federal funds | $ 168,670.00 | $ 208,214.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of APR, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXXFor: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 4, 1986

FEDERAL AID PROJECT NO. BRF-78(10)

MARQUAM CREEK BRIDGE SECTION
CASCADE HIGHWAY SOUTH
CLACKAMAS COUNTY

## REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE (BR. NO. 3044A)(STA. 459+50 TO STA. 466+90)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Temporary Striping | $ 0.50 | 740 | $ 370.00 | 3,336 | $ 1,668.00 |
| Class "C" Asphalt Concrete | 39.00 | 848 | 33,072.00 | 1,079 | 42,081.00 |
| 1"-0 Aggregate Base (PA #1A) | 11.38 | --- | 33,072.00 | 3,066 | 34,891.08 |
| Concrete Bridge Rail (PA #2B) | 52.00 | --- | --- | 152 | 7,904.00 |
| Rip Rap Excavation (PA #3B) | 8.35 | --- | --- | 473 | 3,949.55 |
| Rip Rap Class 200 (PA #3C) | 24.44 | --- | --- | 309 | 7,551.96 |
| General Excavation (PA #4A) | 5.00 | --- | --- | 1,603 | 8,015.00 |
| EEO/Labor Compliance Monitoring (SFO #2) | --- | --- | --- | --- | 1,013,01 |
| | | | $66,514.00 | | $107,073.60 |

| | |
|---|---|
| Increase | $ 40,559.60 |
| Subtotal from estimate of August 9, 1985 | 185,761.00 |
| Subtotal | $226,320.60 |
| Engineering | 33,947.40 |
| Total | $260,268.00 |

| | |
|---|---|
| Length of Structure | 0.068 mi. |

| | |
|---|---|
| Federal Funds 80% | $208,214.00 |
| State Funds | 52,054.00 |
| Total | $260,268.00 |

Sub. Job 011 = 100%; Sub. Job 010 = 0%
Contract No. 10098
Prefix: C 103-1911 PE
C 10098
Appn Code 118
RLC:bkb

N

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10.078 8-46 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>8-15-85 | STATE<br>Oregon<br>COUNTY<br>Clackamas<br>PROJECT NO.<br>BRF-78(10) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 211 "Marquam Creek Bridge"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-2-85 | 0.068 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 80%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 210,838.00 | FEDERAL FUNDS<br>$ 168,670.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Manager, Program Section
*(Title)*
XXX For: E.S. Hunter
Acting State Highway Engineer
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: Dale E. Wilken
Date executed by Division Administrator AUG 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

[illegible] file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 9, 1985

Federal Aid Project No. BRF-78(10)

Marquam Creek Bridge Section
Cascade Highway South
Clackamas County

## PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Br. No. 3044A)(Sta. 459+50 to Sta. 466+90)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 17,350.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 1,000.00 |
| Temporary Signs | Sq. Ft. | 300 | 4.00 | 1,200.00 |
| Temporary Barricades | Each | 4 | 65.00 | 260.00 |
| Temporary Guardrail, Type 2A, Reflectorized | Lin. Ft. | 400 | 9.00 | 3,600.00 |
| Temporary Concrete Barriers | Lin. Ft. | 75 | 15.00 | 1,125.00 |
| Temporary Plastic Safety Markers | Each | 20 | 40.00 | 800.00 |
| Temporary Delineators | Each | 22 | 18.00 | 396.00 |
| Stripe Removal | Lin. Ft. | 900 | 0.40 | 360.00 |
| Temporary Striping | Lin. Ft. | 740 | 0.50 | 370.00 |
| Flagging | Hour | 100 | 10.00 | 1,000.00 |

### ROADWORK

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | Lump Sum | All | Lump Sum | 3,000.00 |
| Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 100.00 |
| Toe Trench Excavation | Cu. Yd. | 70 | 12.00 | 840.00 |
| Detour Removal Excavation | Cu. Yd. | 1,710 | 5.00 | 8,550.00 |
| Embankment in Place | Cu. Yd. | 280 | 3.00 | 840.00 |
| Stone Embankment | Cu. Yd. | 50 | 8.00 | 400.00 |
| 1"-0 Aggregate Base | Ton | 4,134 | 8.00 | 33,072.00 |
| Class C Asphalt Concrete | Ton | 848 | 39.00 | 33,072.00 |
| Guardrail, Type 2A | Lin. Ft. | 150 | 18.00 | 2,700.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | 32.00 | 3,200.00 |
| Guardrail Anchors, Type 1 | Each | 4 | 325.00 | 1,300.00 |
| Rail End Pieces, Type C | Each | 4 | 75.00 | 300.00 |
| Type 1 Fence | Lin. Ft. | 1,300 | 1.53 | 1,989.00 |
| Extra for Asphalt Approaches | Each | 4 | 250.00 | 1,000.00 |
| Loose Riprap, Class 100 | Cu. Yd. | 200 | 16.70 | 3,340.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| Delineators, Type 2 | Each | 14 | 22.00 | 308.00 |
| Delineators, Type 4 | Each | 4 | 13.00 | 52.00 |

STRUCTURE

|  |  |  |  |  |
|---|---|---|---|---|
| Bridge Removal Work | Lump Sum | All | Lump Sum | 1,000.00 |
| Structure Excavation | Cu. Yd. | 38 | 15.00 | 570.00 |
| Furnish Pile Driving Equipment | Lump Sum | All | Lump Sum | 6,304.00 |
| Furnish Steel Pipe Piling | Lin. Ft. | 240 | 16.00 | 3,840.00 |
| Drive Steel Pipe Piles | Lin. Ft. | 240 | 0.00 | -0- |
| Structural Concrete, Class 3300 | Lump Sum | All | Lump Sum | 4,132.00 |
| Reinforcement | Lump Sum | All | Lump Sum | 1,095.00 |
| 4' x 35'/40' Prestressed Slabs | Each | 11 | 2,292.00 | 25,212.00 |
| Reinforced Concrete Bridge End Panels | Sq. Yd. | 192 | 53.00 | 10,176.00 |
| Concrete Bridge Rail | Lin. Ft. | 152 | 54.00 | 8,208.00 |
| Membrane Waterproofing | Sq. Yd. | 180 | 10.00 | 1,800.00 |
|  |  |  |  | $ 183,861.00 |

ANTICIPATED ITEMS

|  |  |  |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 900.00 |
| Roadside Seeding & Mulching | All Required | 1,000.00 |
|  |  | $ 1,900.00 |
|  | Subtotal | $ 185,761.00 |
|  | Engineering | 25,077.00 |
|  | TOTAL | $ 210,838.00 |

Length of Structure ------------- 0.068 mi.

|  |  |
|---|---|
| Federal Funds (80%) | $ 168,670.00 |
| State Funds | 42,168.00 |
| TOTAL | $ 210,838.00 |

Group 011 = 100% Group 010 = 0%
Contract No. 10,098
Prefix: C103-1911 PE & C10098
Appn Code 118

DDB:CPL:me

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON 5

DATE: January 9, 1986

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Marquam Creek Bridge Section
Cascade South Highway, Clackamas County
Contract No. 10,098

This federal-aid bridge replacement project is nearly finished with completion anticipated next May. It now appears that the final cost will exceed the project authorization by $50,000 or 24 percent.

A channel change was required to make the stream conform better to the new bridge configuration. Steel pipe piling failed to achieve the minimum required penetration after having been driven to refusal. Attempts were made to increase the penetration through augering, but were unsuccessful and it was necessary to provide additional riprap to protect the piles from scour. Earthwork quantities shown on the contract plans were in error and did not indicate the amount of work actually required to construct the project to the planned grade and cross sections. The changes outlined above added just under $42,000 to the cost of the project.

Construction engineering costs overran the authorized amount by some $8,000. This additional cost was necessary in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $50,000.00 to a new total of $260,838.74. This matter will be on the consent calendar for the January 21 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
William Anhorn
George Bell

Form 734-3122

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

**TO:** W. E. Schwartz
Ass't. State Highway Engineer

**DATE:** January 9, 1986

**FROM:** O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

**SUBJECT:** Request for Increase in Project Authorization
Marquam Creek Bridge Section
Cascade South Highway, Clackamas County
Contract No. 10,098

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Construction engineering costs overran the authorized amount by some $8,000. This additional cost was necessary in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $50,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

NOTED
W. E. SCHWARTZ

OBJ:HHP:mk

Attach.

cc: William Anhorn
W. H. Piete
B. M. Walton
D. L. Trout

81-125-1307

10 [illegible]

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-78(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40097

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 6 '85
REFER TO Potter
FOR
Info | Issue | R/O | J/R | Sign | Act | File

orig to
12/6

7. DATE AUTHORIZATION EFFECTIVE October 11, 1985

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Marquam Creek BR #03044-160-02234

11. GENERAL DESCRIPTION OF WORK
Monitoring contractor's compliance with EEO & labor related specifications.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10-11-85 as requested in Mr. Fredrickson's letter of 11-26-85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved to a TEC of $1,013; Federal Funds $810.

14. DATE 12/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

# FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

BKF-78(7)

File 54517

Sta. 460+10 to Sta 465+35

Name of owner Annie Merriman, Route 4, Box 251, Sherwood, OR. Phone: 625-7667

Raymond and Leone Schaefer (C.P.)

Mail address 8343 Oster Road, Monitor, OR 97072 Phone No. 634-23 70

Phone No.

Attorney Address

Purpose of purchase Right of Way Easement OPTION EXPIRES 4-20-86 Possession Exhibit H

Location of property Marquam Creek Bridge (No. 3044A) section of

Cascade Highway South Highway in Clackamas County.

Street address or Sec. T.R.

How does taking affect remaining property? Encumbrance (Give details regarding dividing of tract, if appropriate)

Nature of property taken Vegetation, trees (70) and brush (Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

| | | |
|---|---|---|
| Parcel #1 - 0.2±acre Permanent Easement Slope @ $2100.00/acre | = | $420.00 |
| Parcel #2 - 0.64± acre Temporary detour @ $2078.125/acre | = | 1330.00 |
| Parcel #3 - Work Permit for Channel Change and riprap placement | = | 500.00 |
| Trees: 50 listed plus 20 less than 6inch diameter | = | 1750.00 |
| AMOUNT DUE OWNER: | | $4000.00 |

STATE OBLIGATION:

State agrees to move and reconstruct, in kind, any fence disturbed by the construction or reconstruction of this project. Fencing constructed by State shall create no obligation on part of State for maintenance.

State agrees to angle permanent slope easement at Station 461+50 and 465+50 to facilitate normal farming practices for farm machine operations.

GRANTORS OBLIGATION:

None

P. OBLIG 3300 TO CONST.
DATE 11/8/85

Withholding $ for

Relocation: 3617 forwarded on 10/25/85, ☐ Improved ☐ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 1,750.00 By Neil Boehmer Review Appraisal $ 1,750.00

Staff & $

Fee $ By Kenneth R. Doud Review Appraiser

Mail address 8343 Oster Road, Monitor, OR 97072 Phone No. 634-23 70

Phone No.

Attorney Address

Purpose of purchase Right of Way Easement OPTION EXPIRES 4-20-86 Possession Exhibit H

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Street address or Sec. T.R.

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(Give details regarding dividing of tract, if appropriate)

Nature of property taken Vegetation, trees (70) and brush
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

| | | |
|---|---|---|
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P. OBLIG 3300 TO CONST.
DATE 11/8/85

Withholding $ for

Relocation: 3617 forwarded on 10/25/85, ☐ Improved ☐ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 1,750.00 By Neil Boehmer Review Appraisal $ 1,750.00

Staff & $

Fee $ By Kenneth R. Doud
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 103-2545 Participating $ Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended

Right of Way Supervisor Date Signed
Right of Way Agent

Date Dated October 25, 1985

Date

**DAVE FROHNMAYER**
ATTORNEY GENERAL

**WILLIAM F. GARY**
DEPUTY ATTORNEY GENERAL

**DEPARTMENT OF JUSTICE**
GENERAL COUNSEL DIVISION
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

October 24, 1985

Mr. Melvin S. Jackson
Financial Secretary & Business Representative
Pile Drivers, Bridge, Dock & Wharf Carpenters
Local 2416
2225 N. Lombard Street
Portland, Oregon 97217

RE: Marquam Creek Bridge
FAP No. BRF 78(10)
Contract No. 10,098
Request for Certified Payrolls

Mr. Jackson:

In reply to your letter of October 16, 1985, addressed to J. L. Widmer, EEO, MBE and Compliance Officer, I have the following to offer.

The certified weekly payroll receipts are maintained by the State as a delegate of the federal government under the provisions of 29 CFR Part 5. As the State is a delegatee of the Federal Highway Administration, it is my opinion that if you wish this information, you should request it from the Federal Highway Administration through the Federal Freedom of Information Act. It is the Federal Highway Administration which would have to order the release of the material, rather than the state.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 25 '85
REFER TO

| Info | Inves | R/D |
|---|---|---|

JLS:bk

cc: Bill Cloran
J. Widmer
W. Schwartz

**Pile Drivers, Bridge, Dock and Wharf Carpenters** *Local No. 2416*
*Affiliated with the* AFL-CIO • *Chartered by the* United Brotherhood of Carpenters and Joiners of America
2225 N. LOMBARD ST. - PORTLAND, OREGON 97217
Phone Area Code 503 285-6652

RECEIVED
OCT 18 1985
LEGAL

J.L. Widmer
EEO, MBE & Compliance Officer
Department of Transportation
Highway Division, Construction Section
1158 Chemeketa St.
Salem, Oregon 97310

Oct. 16,1985

RECEIVED
OCT 17 1985
CONSTRUCTION
SECTION
CE.... CAE.... LS.... TC....
COE.... OM.... SA.... CC....
OE.... FE.... CP....
CA.... PQC....
CAM.... QCS....
EEO.... FILE....

Dear Sir;

Re: Marquam Creek Bridge
FAP No. BRF 78(10)
Contract No. 10,098
Request for Certified Payrolls

I have received you correspondance of October 14th,1985 in which you denied my request for certified payrolls quoting the State Attorney General's opinion of May 13, 1983.

Please find enclosed a copy of a recent decision from the U.S District Court in Washington, D.C. which holds that a local building trades union is entitled to obtain, pursuant to The Freedom of Information Act, copies of certified weekly payroll reports filed by contractors and subcontractors (both union and non-union) working on federally financed construction projects which include names, job classifications, hourly wages and weekly pay of each employee listed on the report.

Please accept this letter as a renewal of my request for this information.

Sincerely

Melvin S Jackson

Melvin S. Jackson
Fin. Sec. & Bus. Rep.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS LOCAL 41, *et al.*,

Plaintiffs,

v.

UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, *et al.*,

Defendants.

Civil Action No. 83-2997

FILED
JUN 24 1984
CLERK, U.S. DISTRICT COURT
DISTRICT OF COLUMBIA

## MEMORANDUM

Plaintiffs, International Brotherhood of Electrical Workers Local 41, invoke the Freedom of Information Act (FOIA), 5 U.S.C. § 552, to obtain the names of eight employees listed on certified payroll reports submitted to the Department of Housing and Urban Development (HUD) by Knorz, Inc., a non-union electrical contractor in Buffalo, New York. The matter is before the Court on cross-motions for summary judgment.

HUD had guaranteed a loan to finance construction of the Touraine Apartments in Buffalo. The prime contractor engaged by the borrower/developer had subcontracted with Knorz, a non-union employer. Federal law[1] required the contractors to prepare and file with HUD, and HUD had a duty to monitor, reports of the wages and fringe benefits actually paid by Knorz to its employees.

---

[1] The Copeland Anti-Kickback Act, 40 U.S.C. § 276(c) (1976), requires periodical reports. In addition, reporting is required by statutory provisions that parallel the terms of the Davis-
(Footnote Continued)

Plaintiffs doubted whether Knorz was paying lawful wages and benefits on the Touraine Apartments project. In accordance with FOIA, they asked HUD's Buffalo office for

> [c]opies of the certified payroll reports, blocking out the social security numbers of the contractors' employees, but showing names, employee classifications, rate of wages and fringe benefits which were paid to the employees.

Affidavit of James F. Gleason, Jr., dated February 29, 1984 (Exhibit A) (hereinafter "Gleason Affidavit"). The request stated that the plaintiffs' union sought the information to protect the wages and fringe benefits which its members presently receive in the Buffalo area from unlawful competition -- that is, from non-union wages less than the prevailing wage prescribed by law for work on federally financed contracts.

HUD responded to the request by forwarding copies of the certified payroll records from which the employees' names, social security numbers, and income tax information were deleted. HUD justified these deletions on the ground that "disclosure would constitute clearly unwarranted and unreasonable invasion of personal privacy."[2] Thereafter, HUD's Deputy General Counsel affirmed this denial on the authority of FOIA, Exemption 6, 5

---

Bacon Act, 40 U.S.C. § 276a *et seq*. (1976). *See* 12 U.S.C. § 1715c; 42 U.S.C. § 1437j (1976).

[2] Gleason Affidavit (Exhibit B).

U.S.C. § 522(b)(6). It was the opinion of the Deputy General Counsel that the union was not entitled to any greater rights than a disinterested member of the general public simply because the union wanted the information to monitor compliance with the law. He also determined that the public interest militated against release. Plaintiffs filed suit challenging these determinations on October 11, 1983.[3] A hearing on cross-motions for summary judgment was held on May 11, 1984, at which time it became apparent that the only further information plaintiffs sought was the names of eight electricians who worked for Knorz, Inc. on the Touraine Apartments project. Memorandum in Support of Defendants' Motion for Summary Judgment at 5.

In their pleadings and at the hearing, defendants contended that disclosure of the employees' names would embarrass and injure them in two ways. First, it would reveal each individual's non-union status to the unions and their members in a community where union feeling is strong and labor relations are strained. Defendants assert that disclosure under such circumstances could expose non-union employees to harrassment by the union or to unwanted organizing blandishments. Second, defendants argue that disclosure of employees' names would enable plaintiffs, by referring to information already disclosed, to identify the particular wages and benefits each employee received on the Touraine Apartments project. Defendants argue that because a person's financial affairs are intimate details of a person's life, such disclosure would be inappropriate. Plaintiffs vigorously disputed both of these assertions and, for reasons explained below, have the better of the argument.

---

[3] Plaintiffs named both the Department of Housing and Urban Development (HUD) and three HUD officials as defendants. Only the agency is a proper defendant in a FOIA action, however, Canadian Javelin, Ltd. v. S.E.C., 501 F. Supp. 898 (D.D.C. 1980). Claims against the individual defendants are accordingly dismissed in the accompanying order.

The dominant objective of FOIA is disclosure, and FOIA exemptions are accordingly construed narrowly. Department of the Air Force v. Rose, 425 U.S. 352, 361 (1976). FOIA exemption 6, here invoked by HUD, applies only to

> personnel and medical files the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

5 U.S.C. § 552(b)(6). To decide whether this exemption precludes disclosure of names of non-union workers on a federally funded construction project, the Court must make a de novo determination of (1) whether the information sought is in a personnel file or medical record and, if so, (2) whether release of it would be a "clearly unwarranted invasion of personal privacy." Even assuming these criteria are met, the agency must still disclose the information unless it can show that the public interest in disclosure does not outweigh the substantial interest in personal privacy. See Getman v. N.L.R.B., 450 F.2d 670, 674-677 (D.C. Cir. 1971).

Plaintiffs here concede that the information they seek is derived from personnel files. They dispute, however, HUD's contention that disclosure would cause an unwarranted invasion of personal privacy which is not outweighed by the public interest in disclosure.

One of defendants' justifications for nondisclosure -- that disclosure of employees' names will enable plaintiffs to figure out how much each individual has earned on the Touraine Apartments project -- fails to meet the "clearly unwarranted invasion of personal privacy" criterion of Exemption 6 analysis. The disclosure of how much an employee of an electrical contractor earned from a particular federally guaranteed construction project hardly constitutes the sort of embarrassing revelation intended to be protected by Exemption 6. The annual salary of every federal employee is a matter of public record. Here, plaintiffs will learn only what a particular employee earned on a particular federally guaranteed project, not the employee's total income from all sources or projects. Employees of an electrical contractor working on a construction job are likely to work on several jobs in a relatively short period of time. Disclosure of wages from a particular job would not disclose or give the key to a disclosure of a person's entire income to the extent that the disclosure would be embarrassing. Compare Washington Post v. Department of Health and Human Services, 690 F.2d 252 (D.C. Cir. 1982) (Exemption 6 does not preclude disclosure of a federal consultant's statement in which he reveals all federal and non-federal employment and all organizations in which he or his family had an interest).

If there is any colorable invasion of privacy in this case, it lies in the disclosure not of these employees' salaries, but rather in the disclosure to a union of names of persons working at the site who are not members of a union. At issue is whether a person who elects to work for a contractor on a federally financed project has an interest in keeping his identity secret that outweighs the public interest in disclosure. The burden is on the defendants to establish the supremacy of the privacy interest. Sims v. C.I.A., 642 F.2d 562, 573 (D.C. Cir. 1980). Although the issue is not free from doubt, defendants have failed to persuade the Court that any private interest outweighs the public's.

As a general rule, it is plausible to believe that non-union employees of contractors working on federally guaranteed projects might have a greater interest in keeping their identities secret than others. Harrassment of non-union workers by members of unions has occurred in some places at some times and may occur again. But nothing other than speculation on the part of defendants indicates that harrassment might occur if there is disclosure in this case. There has been no violence at the Touraine Apartments site, and nothing more than lawful, sporadic informational picketing is alleged to have taken place. The plaintiffs here have expressly denied any intent to use the information they receive to threaten, coerce, or harrass Knorz employees. See Supplemental Affidavit of James F. Gleason, Jr. Rather, they claim only to want to make sure that anti-kickback and prevailing wage laws are enforced in Buffalo, New York.

The strong public interest in assuring compliance with the law tilts the balance in favor of disclosure. Uncontroverted affidavits in the record establish that union officials were alerted to the possibility that the Touraine Apartments contract was profitable only because contractors there used non-union labor and paid their employees less than the lawful prevailing wage. The fact that the Department of Labor may have investigated these allegations in no way minimizes the valid public interest in independent verification by the union that the law has been observed. See Washington Post Co. v. Department of Health and Human Services, supra, 690 F.2d at 264 ("the purpose of FOIA is to permit the public to decide for itself whether government action is proper"). More relevant than any Labor Department investigation is the long history of involvement by the local union and its national affiliate in both enforcement of the Copeland Anti-Kickback and prevailing wage laws and, in the case of the national, the original enactment of those laws. Plaintiffs show the natural, economic interest of the union and its members in strong enforcement of these laws. They persuasively argue that their interest parallels and serves the public interest as defined by Congress when it passed the very laws that plaintiffs would enforce with the aid of the information which they seek here. Finally, plaintiffs urge that the efficient way to monitor the payroll reports is to inquire of the individual employee whether he received what was reported.

Any embarrassment or discomfort associated with such a limited inquiry is outweighed by the public interest in enforcement of the law. As our Court of Appeals has recently noted,

> Exemption 6 was developed to protect
> intimate details of personal and

> family life, not business judgments and relationships. Surely it was not intended to shield matters of such clear public concern as the names of those entering into contract with the federal government.

*Sims v. C.I.A.*, *supra*, 642 F.2d at 575. Here plaintiffs seek only the names of those who work for a federal contractor in circumstances where disclosure will at most cause mild embarrassment and might in fact result in additional income for the employees involved if irregularities are uncovered.

Under these circumstances, the public interest in disclosure outweighs any personal privacy interest, and disclosure is not "clearly unwarranted."[4] Accordingly, an accompanying order grants plaintiffs' motion for summary judgment and denies the cross-motion filed by defendants.

Date: June 22, 1984

Louis F. Oberdorfer
UNITED STATES DISTRICT JUDGE

---

[4] This is not to say that names of non-union employees on Copeland Act forms submitted to HUD are *per se* subject to disclosure under FOIA. It may be that in a subsequent case in which the employees' legitimate fear of harrassment arises from identifiable threats or unlawful acts, rather than from speculation or from legally protected union activities, the personal privacy interest will sufficiently outweigh the public interest and thereby overcome the statutory presumption in favor of disclosure. *See* *Getman v. N.L.R.B.*, *supra*, 450 F.2d at 674 n.10 (exercise of equitable discretion in FOIA cases limited to Exemption 6).

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS LOCAL 41, *et al.*,

Plaintiffs,

v.

UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, *et al.*,

Defendants.

Civil Action No. 83-2997

FILED

JUN 22 1984

CLERK, U.S. DISTRICT COURT
DISTRICT OF COLUMBIA

## ORDER

For reasons more fully stated in an accompanying memorandum, it is this 22d day of June, 1984, hereby

ORDERED: that plaintiffs' claims against defendants Samuel R. Pierce, Jr., S. Leigh Curry, Jr., and Joseph R. Lynch should be, and hereby are, DISMISSED; and it is further

ORDERED: that plaintiffs' motion for summary judgment against defendant Department of Housing and Urban Development should be, and hereby is, GRANTED; and it is further

ORDERED: that defendants' motion for summary judgment should be, and hereby is, DENIED; and it is further

ORDERED, ADJUDGED and DECREED: that defendant Department of Housing and Urban Development shall disclose to plaintiffs the names of employees of Knorz, Inc. on the weekly payroll reports of the Touraine Apartments project in Buffalo, New York.

Louis F. Oberdorfer

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

**August 29, 1985**

IN REPLY REFER TO
FILE NO. CON 5

**#10,098**

**Auburn Construction Co.
P. O. Box 676
Wilsonville, OR 97070**

**Gentlemen or Ladies:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,098 for work on the Marquam Creek Bridge Section of the Cascade Highway South in Clackamas County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

alp
Enclosure

**cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
P. O. Box 5669
Portland, OR 97228**

**United Pacific Insurance Company
Bond Department
33405 Eighth Avenue South C-3000
Federal Way, WA 98003**

**bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Bill Piete**

July 25, 1985

Oregon State Highway Division
Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Re: Marquam Creek Bridge Project - DBE & WBE Documentation

Gentlemen:

The contractors for the DBE & WBE portions of the Marquam Creek Bridge project ( 7 - 25 - 85 ) are as followes.

DBE - Harmon T.F. LTD
1881 N.E. Liberty
Gresham, Oregon

# 12, 14, 15, 17, 18, 26 - Partial ( Hauling ) $ 17,250.00

WBE - Lady's, The, Construction Co.
P.O. Box H
West Linn, Oregon

# 2, 3, 4, 7 $ 3,260.00

Very truly yours,

Stephen E. Auer

Stephen E. Auer

Auburn Construction Co.
Box 676
Wilsonville, Oregon 97070

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

[illegible] [illegible]

U. S. DEPARTMENT OF TRANSPOI TION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-78(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40097
6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-29-85
8. FEDERAL ROUTE NUMBER Primary 78
9. STATE ROUTE NUMBER Secondary 160
10. GENERAL LOCATION: Marquam Bridge #03044-160-02234
11. GENERAL DESCRIPTION OF WORK Program Change and Right-of-Way
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 5-23-85 the program change adding "Right of way Acquistion" to the character of proposed work is approved.

Also, as requested, you are authorized to proceed with the acquistion of file number #54517 at a TEC of $1,250 - Federal Funds $1,000, as shown on exhibit map attached to request. Also, you are authorized to acquire two permanent slope easements required for construction but not shown on exhibit map.

To expedite the construction phase you are authorized to utilize voluntary permits of entry if necessary as verbally requested.

RECEIVED
STATE HWY ENGR
JUN 5 '85
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

14. DATE 6/4/85
15. SIGNATURE OF APPROVING OFFICIAL John D Wickman
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10, 98

Con 19
[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 23, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY**
**GARY A. POTTER**

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40097
Project No. BRF-78(7)
Marquam Creek Bridge Section
Cascade Highway Souther
Clackamas County

I request your approval of a program change on the subject project to include in the Character of Proposed Work "Right of Way Acquisition", at an estimated total cost of $1,250.00, with an obligation of $1,000.00 federal funds. The right-of-way to be acquired consists of a temporary easement for a detour and does not involve any relocation assistance.

I further request authorization to proceed with the actual acquisition of the property interests as outlined in red on the enclosed copy of a exhibit map.

RHZ:me
Encl.
cc: J. Boyd
D. Aman
General File ✓

Form 734-3122

Oregon State Highway Division
Salem, Oregon May 23, 1985

Federal-Aid Project No. BRF-78(7)

Marquam Creek Bridge
Cascade South Highway
Clackamas County

## REVISED PROJECT AGREEMENT ESTIMATE

**Type Code PE**
**Preliminary Engineering**

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 19,485.05 |
| | | Total | $ 19,485.05 |

**Type Code ROW**
**Right of Way**

| | | | |
|---|---|---|---|
| Right of Way | All Required | | $ 1,000.00 |
| | Acquisition Expense | | 250.00 |
| | | Total | $ 1,250.00 |

Length of Project --------------- 0.0 mi.

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $19,485.05 | $15,588.00 | $3,897.05 |
| Right of Way | 1,250.00 | 1,000.00 | 250.00 |
| TOTAL | $20,735.05 | $16,588.00 | $4,147.05 |

Group 1: 100%
Prefix: 103-1911
Prefix: 103-2545

RHZ:me

②

MONTHLY TRANSACTION NUMBER

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

FEDERAL HIGHWAY ADMINISTRATION

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Oregon

County
Clackamas

Project Number
BRF-78(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 16, 1983 is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 19,485.05 | $ 20,735.05 |
| Federal funds | $ 15,588.00 | $ 16,588.00 |
| Other revisions | | |

This modification is made for the following reasons: to include right of way

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ____ day of ____, 19__

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By ____________________

Manager, Program Section
*(Title)*

XBX For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: May 14, 1985

Donald C. Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Marquam Cr. Br. of Woodburn
Area Bridges
Cascade Highway South
Clackamas County
Project #BRF-78(7)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $1,250 and does not require a relocation or moving allowance.

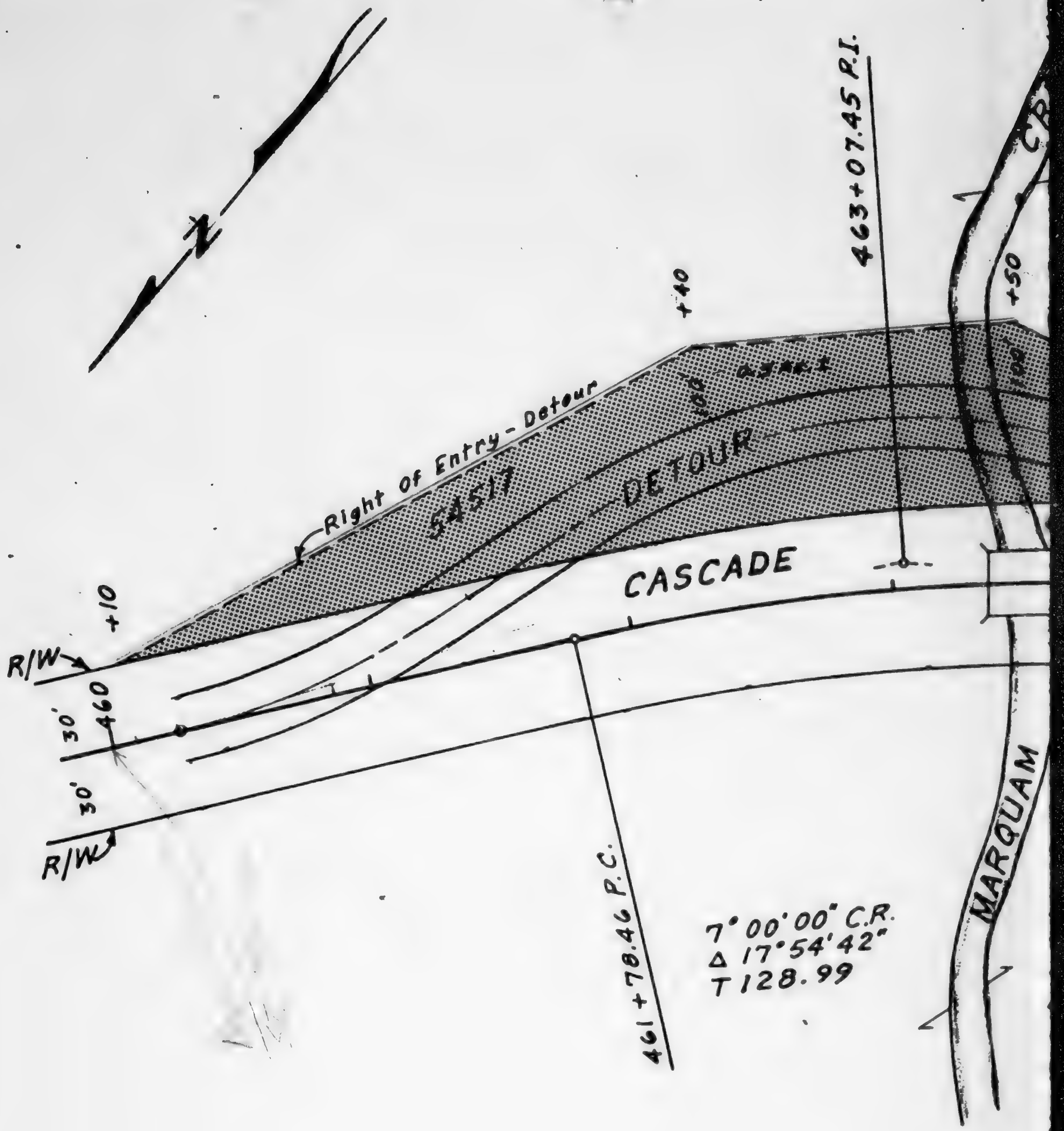
Please program the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers file 54517 as shown on the attached exhibit map.

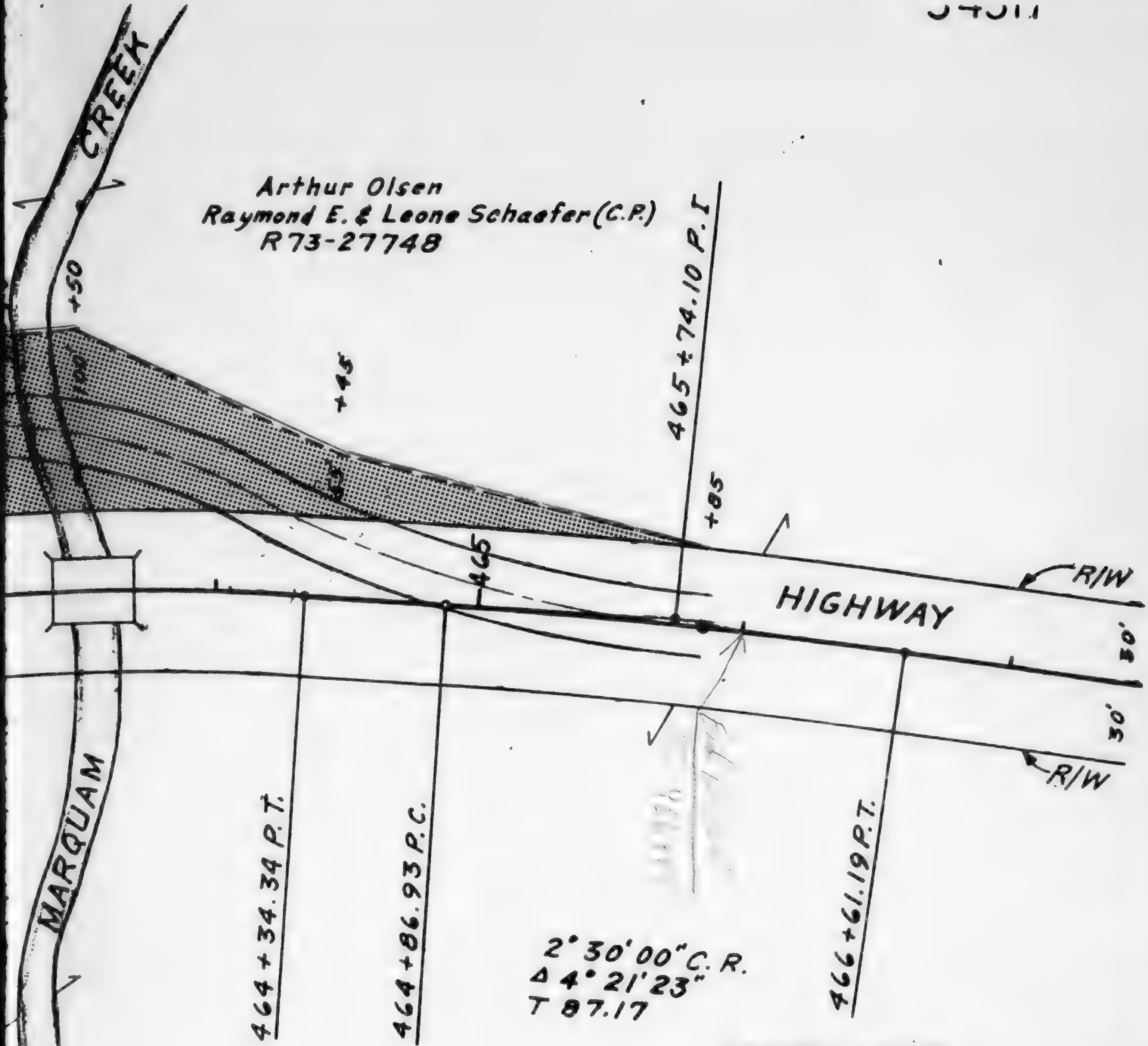
DA:jh
attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
[✓ FA UNIT] PROGRAM UNIT ___
MAY 15 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-123-1387


N
Right of Entry - Detour
54517
DETOUR
100'
+40
463+07.45 P.I.
CR
+50
100'
CASCADE
R/W
+10
460
30'
30'
R/W
461+78.46 P.C.
7°00'00" C.R.
Δ 17°54'42"
T 128.99
MARQUAM

54517


CREEK
Arthur Olsen
Raymond E. & Leone Schaefer (C.P.)
R73-27748
+50
100'
+45
465+74.10 P.I.
+85
465
HIGHWAY
R/W
30'
30'
R/W
MARQUAM
464+34.34 P.T.
464+86.93 P.C.
466+61.19 P.T.
2° 30' 00" C.R.
Δ 4° 21' 23"
T 87.17

## EXHIBIT MAP

| | |
|---|---|
| OREGON STATE HIGHWAY DIVISION | |
| Purpose | Right of Entry |
| Section | Marquam Cr. Br. No. 3044A |
| Highway | Cascade Highway South |
| County | Clackamas |
| Scale: 1" = 50' | Date: April, 1985 |

APR 29 1985

See 513-8-13

10,09[illegible]

[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

May 21, 1985

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Revised Project Environmental
Classification Request
Marquam Creek Bridge #3044
Cascade Highway South
Clackamas County
BRF-78(7)

Dear Mr. Wilken:

Attached is a revised project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
June 12, 1985

CONCUR:

6/10/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

CMG:lm

Attachments (4)

cc:
J. B. Boyd (3)
D. O. Christensen (
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bill Anhorn
Brian Gregor
William Fretwell
Eldon Everton
Don Keyes (8)

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Marquam Creek Bridge #3044

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

A temporary easement of less than one acre is needed for a detour. The proposed land to be used has no improvements.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Consistent with applicable plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

A new structure will provide better horizontal clearance and will improve safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Work would take place during low ater, hence minimal impact is expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project would replace an existing bridge in place. Little impact would result.

OTHER DOCUMENTATION

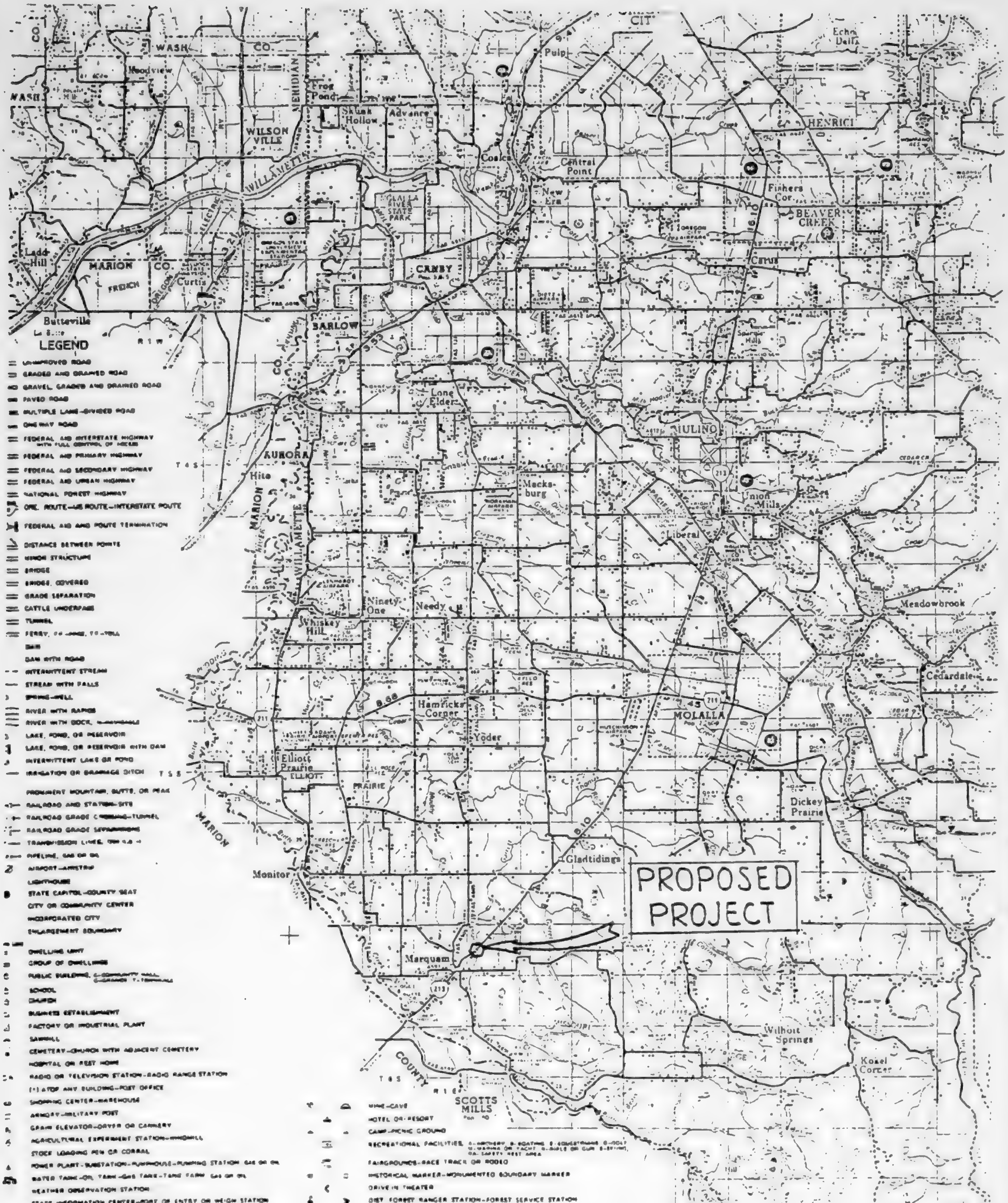
DSL and Corps of Engineers permits have been obtained.

PREPARED BY
X David G. Harmon

TELEPHONE NUMBER
378-6551

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)


WASH. CO.
Woodview
WILSON VILLE
Frog Pond
Skunk Hollow
Advance
Pulp
Echo Dell
HENRICI
WILLAMETTE
Coalca
Central Point
New Era
Fishers Cor.
BEAVER CREEK
Ladd Hill
MARION CO.
FRENCH
Curtis
CANBY
Butteville
BARLOW
LEGEND
Lone Elder
MULINO
AURORA
Hite
Macksburg
Union Mills
Liberal
MARION
WILLAMETTE
Ninety-One
Needy
Whiskey Hill
Meadowbrook
Cedardale
Hamricks Corner
Yoder
MOLALLA
Elliott Prairie
PRAIRIE
Dickey Prairie
Gladtidings
Monitor
PROPOSED PROJECT
Marquam
Wilhoit Springs
Kozel Corner
COUNTY
SCOTTS MILLS
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
GRAVEL, GRADED AND DRAINED ROAD
PAVED ROAD
MULTIPLE LANE-DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID INTERSTATE HIGHWAY WITH FULL CONTROL OF ACCESS
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
FEDERAL AID URBAN HIGHWAY
NATIONAL FOREST HIGHWAY
ORE. ROUTE-US ROUTE-INTERSTATE ROUTE
FEDERAL AID AND ROUTE TERMINATION
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE
BRIDGE, COVERED
GRADE SEPARATION
CATTLE UNDERPASS
TUNNEL
DAM
DAM WITH ROAD
INTERMITTENT STREAM
STREAM WITH FALLS
SPRING-WELL
RIVER WITH RAPIDS
LAKE, POND, OR RESERVOIR
LAKE, POND, OR RESERVOIR WITH DAM
INTERMITTENT LAKE OR POND
IRRIGATION OR DRAINAGE DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD AND STATION-SITE
RAILROAD GRADE CROSSING-TUNNEL
RAILROAD GRADE SEPARATIONS
TRANSMISSION LINES
PIPELINE, GAS OR OIL
AIRPORT-AIRSTRIP
LIGHTHOUSE
STATE CAPITOL-COUNTY SEAT
CITY OR COMMUNITY CENTER
INCORPORATED CITY
ENLARGEMENT BOUNDARY
DWELLING UNIT
GROUP OF DWELLINGS
PUBLIC BUILDING
SCHOOL
CHURCH
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
CEMETERY-CHURCH WITH ADJACENT CEMETERY
HOSPITAL OR REST HOME
RADIO OR TELEVISION STATION-RADIO RANGE STATION
SHOPPING CENTER-WAREHOUSE
ARMORY-MILITARY POST
GRAIN ELEVATOR-DRYER OR CANNERY
AGRICULTURAL EXPERIMENT STATION-WINDMILL
STOCK LOADING PEN OR CORRAL
WATER TANK-OIL TANK-GAS TANK-TANK FARM
WEATHER OBSERVATION STATION
STATE INFORMATION CENTER-PORT OF ENTRY OR WEIGH STATION
ROAD MATERIAL STOCKPILE SITE
GRAVEL PIT-QUARRY
MINE-CAVE
HOTEL OR RESORT
CAMP-PICNIC GROUND
RECREATIONAL FACILITIES
FAIRGROUNDS-RACE TRACK OR RODEO
HISTORICAL MARKER-MONUMENTED BOUNDARY MARKER
DRIVE IN THEATER
DIST. FOREST RANGER STATION-FOREST SERVICE STATION
FISH HATCHERY
TRIANGULATION STATION
LOOKOUT-TRIANGULATED LOOKOUT
122°40'
122°35'

10,098

MISC. CONTRACTS and AGREEMENTS No. 8099

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On September 6, 1984, approved Supplement No. 3 with The Balzhiser Group covering selection of art for the Springfield (Gateway) Office Building in Lane County. Total cost of supplement not to exceed $1,000. (Approved by W. E. Schwartz for State Highway Engineer.)

2) On September 25, 1984, established a temporary 45 MPH speed zone on Oregon Slough Bridge Section of the Pacific Highway No. 1 (I-5), M.P. 307.10 to M.P. 307.98, in the City of Portland, Multnomah County. (Temporary speed zone for duration of Contract No. 9903 or until signs are removed.)

3) On October 4, 1984, temporarily amended "Through Highways and Stop Signs Resolution No. 14" covering the Baker-Copperfield Highway No. 12 at the intersections of the Sparta Road and New Bridge Road in Baker County. (Due to slide, traffic was detoured over county roads around the closure from Highway 12, Sparta Road to New Bridge Road, in Richland, until repairs are made.) Amendment will remain in effect until highway is reopened and detour is no longer in use. (See H. S. Coulter's letter on file under "Through Highways and Stop Signs File No. 14h".)

4) On October 9, 1984, established a 35 MPH speed zone on the Oregon Coast Highway north of Waldport (Alsea Bay Bridge) 0.06 mile north of Bayshore Drive (M.P. 154.74) to 0.44 mile north of Alsea Highway No. 27 (M.P. 155.46) in Lincoln County. Rescinds "Speed Zone Order No. 909" dated August 12, 1984. ("Speed Zone Order No. 911")

5) On October 9, 1984, approved and signed Supplemental Agreement No. 1 with Chronic and Associates granting a time extension by 63 days for preliminary engineering work on the John Day Highway Bridges of the John Day Highway, Baker and Malheur Counties. All work to be done under the contract will be within 213 calendar days.

6) On October 9, 1984, approved an agreement with Wallowa County for the issuance of oversize/overweight vehicle permits for travel over County roads.

7) On October 11, 1984, approved an intergovernmental service agreement with Central Oregon Community College to conduct a workshop on October 18, 1984, relating to arc and oxygen-acetylene welding at a cost of $482.

8) On October 16, 1984, approved an intergovernmental service agreement with Treaty Oak Community College in The Dalles for a workshop relating to arc and oxygen-acetylene welding on October 16, 1984, at a cost of $424.

9) On October 19, 1984, declared an emergency and waived the prequalification requirements for contracts for the construction of public improvements on the State highway system that are required pursuant to OAR 734-10-005 as they relate to the contract for two temporary bridges over the Powder River in Baker County in connection with the Hole in the Wall Slide.

10) On October 19, 1984, approved a Memorandum of Understanding with the Telefax Communication Systems concerning a facsimile transmission machine installed in Room 102, East Salem Highway Building, Salem.

11) On October 22, 1984, approved and signed Supplemental Agreement No. 1 with Swan Wooster Engineering, Inc., covering the preliminary engineering work on the Woodburn Area Bridges in Clackamas and Marion Counties. Supplement covers a time extension to November 8, 1984.

12) On October 26, 1984, approved and signed Supplemental Agreement No. 1 with OBEC Consulting Engineers to increase the amount by $4,286.30 due to extra work performed on the Coquille River Bridge in Coos County. (Approved by E. S. Hunter for State Highway Engineer.)

13) On November 1, 1984, approved and signed Supplemental Agreement No. 1 with Daniel, Mann, Johnson & Mendenhall/Phillips-Reister-Haley Inc., covering the O.B. Riley-Brosterhous Road Project on The Dalles-California Highway in Deschutes County. Supplement extends time to November 9, 1984. All work shall be done within 210 calendar days. (Approved by E. S. Hunter for State Highway Engineer.)

14) On November 1, 1984, approved a site use agreement between the Highway Division and the Aeronautics Division covering property at the John Day State Airport in Grant County for a microwave repeater station. (Approved and signed by E. S. Hunter for State Highway Engineer.)

Dated this 5th day of November, 1984

E S Hunter
for H. S. Coulter, State Highway Engineer

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 18, 1984 DES 23
1802D

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Supplemental Agreement No. 1
Swan Wooster Engineering Inc.
Woodburn Area Bridges
BR 1802D

The purpose of the Supplemental Agreement is to extend the length of Contract 8099 by 60 days. This time extension is necessary to permit the consultant to respond to final comments that may arise during the review of the final P S & E.

We recommend approval of this time extension and request your signature authorizing this Supplemental Agreement, copies attached. Please forward both copies to the Consultant. He will return a fully executed copy for our files.

Sent
10-23
ay [illegible]

DGH:jrb

Attachments

cc: Phil Stearns, Region 2, /w/ attachment
Program Section /w/ attachment
D. Harmon /w/ attachment

APPROVED
STATE HIGHWAY ENGINEER
DATE 10/22/84

RECEIVED
STATE HWY ENGR
OCT 22 '84
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

81-125-1387

# SUPPLEMENTAL AGREEMENT NO. 1

Swan Wooster Engineering, Inc.
500 NE Multnomah, Suite 950
Portland, OR 97232

Woodburn Area Bridges
Various Highways
Clackamas & Marion Counties
File BR 1802D

Gentlemen:

The State of Oregon, acting by and through its Department of Transportation, Highway Division, desires to supplement the Agreement entered into with Swan Wooster Engineering Inc., and executed on March 7, 1984, and identified as Agreement No. 8099. The State Highway Engineer is authorized to approve and execute this Supplemental Agreement pursuant to Delegation Order No. 23, Paragraph 55, from the Oregon Transportation Commission dated June 19, 1979.

All provisions in the basic Agreement remain in effect except as expressly modified by this Supplement.

Paragraph 2.b., Statement of Work, is hereby changed by deleting the last sentence and inserting the following:

> All work shall be done within 210 calendar days.

If you concur in this Supplement No. 1 and agree to the changes as stated above, please sign in the appropriate space below and return one of the two copies to this office. All work on this contract must be completed by November 8, 1984.

Sincerely,

H S Coulter
H. S. Coulter
State Highway Engineer

APPROVED AS TO LEGAL SUFFICIENCY

Assistant Attorney General

Date 10-19-84

CONTRACTOR

By ______________________

Title ______________________

Date ______________________

33N 17-1
Marqua

cc OSHD (Coulter)

kke

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas, Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-21-84

4. PROGRAM NO.

5. ITEM NO.
40095
40096
40097

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/05/84
8. FEDERAL ROUTE NUMBER Primary 74, 75 & 78
9. STATE ROUTE NUMBER Secondary 161-140-160

10. GENERAL LOCATION:

| | |
|---|---|
| BRF-74(10) | Rock Creek Br. & O'Flow Br. |
| BRF-75(13) | Senecal Creek Br. |
| BRF-78(7) | Marquam Creek Br. |

11. GENERAL DESCRIPTION OF WORK

Revised Consultant Costs.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 8-20-84 the revised actual costs of the consultant agreement with Swan Wooster Engineering Inc. are increased to a TEC of $58,592.63 - Federal Funds $46,874.10 with no increase in Fixed Fee.

(Increase BRF-74(10) TEC $11,415.30 - F.F. $9,132.00
BRF-75(13) TEC $3,779.67 - F.F. $3,023.00
BRF-78(7) TEC $4,485.05 - F.F. $3,588.00)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
SEP 25 '84
REFER TO Potter
FOR
Info | Inve: | R/D | D/R | Sign | Act | File

Orig. to 9/25

14. DATE 9/21/84
15. SIGNATURE OF APPROVING OFFICIAL G K Hossner
16. TITLE for Division Administrator

FORM PR-1240
PREVIOUS EDITIONS MAY BE USED

**U. S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 6, 1984
IN REPLY REFER TO
HBR-OR

RECEIVED
STAT HWY ENGR
SEP 7 '84
REFER TO
Adams
FOR

| Info | Inv | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ☒ | | | | | | |

ESH
TAA
cy-

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Projects BRF-74(10) Rock Creek,
BRF-75(13) Senecal Creek & BRF-78(7) Marquam Creek
Consultants Preliminary Bridge Plans Submittal
Clackamas & Marion Counties

We have reviewed Mr. Backstrand's August 20 submittal on the Woodburn Area Bridges in Clackamas and Marion Counties by Swan Wooster, Engineering Inc. as described above. This submittal seems very preliminary and incomplete in many respects. Our comments will not include any of the "red" line comments you made on the submitted plans. We agree with all of your notes.

Rock Creek Bridge Nos. 1802C & 1802D

This structure does not have the hydraulic data on the plans. Also there is no indication of backwater for the 100 year flood. Is the structure in a flood insurance area? Such information is necessary to address FEMA flood insurance program. We would like to see a cost for raising the grade enough to place the structure above the design flood. Perhaps additional channel work is necessary.

The overflow culvert should have a concrete collar around the outside for reinforcement. Would it be effective to increase the culvert size slightly and reduce the flood backwater elevations?

We find the foundation information lacking in a static pile analysis. We feel such a study will reduce the 70 foot pile lengths considerably.

Senecal Creek Bridge No. 4442A

Hydraulic data is not on the plans. The design flood and the overtopping flood or the 100 year flood should be shown along with backwater elevations. Is this site in a regulartory floodway and subject to the Natural Flood Insurance Programs?

Are maintenance conditions such that a culvert cannot be considered on this site? It appears that part of the superstructure will be underwater with the 50 year flood. Can the grade be raised economically to at best give some freeboard under the superstructure?

Marquam Creek Bridge No. 3044A

The plans show a 30 foot long structure and the hydraulic report indicates a 36 foot bridge. Why the difference? Hydraulic information needs to be on the plans. Will there be any backwater upstream during different floods? Why not skew the structure to better fit the streambed conditions? What is the overtopping flood and its backwater effect? Is the structure in the regulartory floodway? Is it too costly to raise the grade to give some freeboard under the structure at the design flood?

Please note there is a 3 foot difference in superelevation across the structure. Are logging trucks using the road and if so will this create a problem?

From the foundation information it appears that it is less than 10 feet to the weathered gray siltstone. A spread footing with a wall to support the slab appears to be the best substructure.

In our opinion the consultants preliminary plans are very sketchy and incomplete. We would appreciate an answer to our comments and those you have outlined on the submitted plans.

Sincerely yours,

For
Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (J Backstrand)
OSHD (G Potter)

10,097

CN 77-1
Marquam
Cr.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 20, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

In Reply Refer to
File No.:

PRO

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Personal Services Contract Increase
Swan Wooster Engineering, Inc.
Projects BRF-74(10), BRF-75(13) and BRF-78(7)
Clackamas and Marion Counties

I request your approval of an increase in the subject personal services contract from $38,912.61 to $58,592.63 which is necessary to cover increased field location survey work. Additional information has been submitted under separate action. Revisions in the estimated total cost and Federal funds on the projects for the consultant work will be as follows:

BRF-74(10) Rock Creek and Rock Creek Overflow Bridges

| | Total Cost | Federal Funds |
|---|---|---|
| Previous | $16,816.97 | $13,453.00 |
| Increase | 11,415.30 | 9,132.00 |
| Total Consultant | $28,232.27 | $22,585.00 |
| State Forces | 7,200.73 | 5,760.00 |
| Total | $35,433.00 | $28,345.00 |

BRF-75(13) Senecal Creek Bridge

| | Total Cost | Federal Funds |
|---|---|---|
| Previous | $11,991.28 | $ 9,593.00 |
| Increase | 3,779.67 | 3,023.00 |
| Total Consultant | $15,770.95 | $12,616.00 |
| State Forces | 3,008.05 | 2,406.00 |
| Total | $18,779.00 | $15,022.00 |

BRF-78(7) Marquam Creek Bridge

| | Total Cost | Federal Funds |
|---|---|---|
| Previous | $10,104.36 | $ 8,083.00 |
| Increase | 4,485.05 | 3,588.00 |
| Total Consultant | $14,589.41 | $11,671.00 |
| State Forces | 4,895.59 | 3,916.00 |
| Total | $19,485.00 | $15,587.00 |

Revised project agreement estimates and modification of project agreements will be forwarded under separate action after approval of the above increases.

CL:jc
cc: E. D. Marges
J. Hansen (Bridge)
General Files

PM FILE

Oregon State Highway Division
Salem, Oregon October 2, 1984

Federal-Aid Project No. BRF-78(7)

Marquam Creek Bridge
Cascade South Highway
Clackamas County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 19,485.05 |
| | | Total | $ 19,485.05 |

Length of Project 0.0 mi.

| | |
|---|---|
| Federal Funds | $ 15,588.00 |
| State Funds | 3,897.05 |
| Total | $ 19,485.05 |

Group 1 100%
Prefix: 103-1911

WH:bkb

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Clackamas Co.

REGION 2

SECTION Marquam Creek Bridge (Bridge 3044)

Hwy. #160 **SURVEY AUTHORITY**

AUTHORIZATION NO. 2

PREFIX 103-1911

DATE 9/28/84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 1,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 100 | 935 SOILS | | |
| 904 CONSULTANT | | 14,560 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 500 | 920 PROGRAM MANAGEMENT | | 100 | 937 HYDRAULICS | | 500 |
| 906 BRIDGE DESIGN | | 1,200 | 921 SPECIFICATIONS | | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 19,560 |
| PREVIOUS AUTHORIZATION | | $ 15,000 |
| ADD. AUTH. REQUIRED | | $ 4,560 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-78(7)

LOCATION ENGINEER'S REMARKS

This is to increase the consultant costs to current amount as approved by FHWA.

**PROGRAM SECTION**

MANAGER ____ RESOURCE UNIT ____

FA UNIT ____ PROGRAM UNIT ____

NOV 16 1984

REFER TO ____

R/D ____ ACT ____ REPLY ____

DISC ____ INFO ____ FILE ____

"Bring Up"

| | | | |
|---|---|---|---|
| PREPARED BY<br>Kit Leshk | DATE<br>9/28/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>10/15/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. Pepin | DATE<br>10/12/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>11/29/83 & 9/5/84 | |

734-1914 (7-82)

10,698

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1984

In Reply Refer to
File No.:
DES 23
C & A 8099
(1802D)

C. G. Bader, P.E.
Vice President
Swan Wooster Engineering Inc.
500 NE Multnomah, Suite 950
Portland, OR 97232

Personal Service Contract
Woodburn Area - Various Highways Project

Enclosed for your records is a fully executed personal service contract for preconstruction engineering services to be provided for the Rock Creek Overflow, Rock Creek Bridge, Marquam Creek Bridge and Senecal Creek Bridge on the various highways in Marion and Clackamas Counties. The ODOT Program Section notified us today that all necessary approvals have been obtained, and that you may now begin work on the project. All work shall be done by September 16, 1984 based on Paragraph 2.b. of the Contract.

Enclosed is material from our files that may be of use. There is additional information available on the existing bridge in the files of the Bridge Section. Most of that information is on microfilm, and may be viewed by contacting the project manager.

Please continue to work exclusively through the project manager, Jimmy S. Hansen. Him will contact you this week to arrange an on-site pre-design meeting with one of my Design Supervisors and a Region 2 representative. For questions about Field Location Work, you may contact Phillip O. Stearns, Region 2 Federal Aid Specialist, 107 East Salem Highway Building, 2960 East State Street, P. O. Box 14030, Salem, OR 97310, telephone 378-2626.

Walter J. Hart, P.E.
Bridge Engineer

Enclosures
cc: H. S. Coulter
Program Section
Commission Services
Region 2 /w/ Contract
FHWA

Form 734-3122

10,098

CON 17-1
Marquam

cc: OSHD (Mr Coulter)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Clackamas
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR 4-3-84

4. PROGRAM NO.

5. ITEM NO.
40095
40096
40097

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/84

8. FEDERAL ROUTE NUMBER Primary 74,75, & 78

9. STATE ROUTE NUMBER Secondary 161,140, & 160

10. GENERAL LOCATION:
BRF-74(10) Rock Creek Bridge and O'Flow Bridge
BRF-75(13) Senecal Creek Bridge
BRF-78(7) Marquam Creek Bridge

11. GENERAL DESCRIPTION OF WORK
Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 3/26/84 and contingent upon modification of Project Agreement if additional funds are required, I approve the agreement with the consultant firm of Swan Wooster Engineering Inc.,and you are authorized to proceed with the preliminary engineering covered by the Agreement on an actual cost basis estimated to be $38,912.61 - Federal funds $31,129.00 which includes a fixed fee of $2,730.48.

An approved copy of the Agreement is returned herewith.

(BRF-74(10) $16,816.97; BRF-78(7) $10,104.36, and BRF-75(13) $11,991.28)

Orig to
4/7

RECEIVED
STATE HWY ENG
APR 9 84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act

14. DATE 4/3/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

10,098

[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: March 26, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
ARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Personal Services Contract
Projects BRF-74(10), BRF-75(13) & BRF-78(7)
Clackamas & Marion Counties

Enclosed for your approval are two copies of a fully executed Personal Services Contract between the State Highway Division and Swan Wooster Engineering Inc. on the above-listed projects. The estimated total cost for work by the consultant is $38,912.61.

I further request the following:

1) Authorization to proceed with work by the consultant as of March 20, 1984 with total costs and federal funds allocated as follows:

| Project | Section | Total Cost | Federal Funds |
|---|---|---|---|
| BRF-74(10) | Rock Cr. & Rock Cr. O'flow Brs. | $16,816.97 | $13,453.00 |
| BRF-75(13) | Senecal Creek Bridge | 11,991.28 | 9,593.00 |
| BRF-78(7) | Marquam Creek Bridge | 10,104.36 | 8,083.00 |
|  | TOTAL | $38,912.61 | $31,129.00 |

No increase in the estimated total cost or federal funds currently authorized and under project agreement on the projects is anticipated at this time.

2) The return of one copy of the agreement approved for our files.

CL:blz

cc: Ed Marges
J. Hansen (Bridge)
General Files

Form 734-3122

10,098

Con 19-
[illegible]

AGR

March 22, 1984

Walt Hart
Attn: Jim Hansen

Robert W. Gormsen
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 8099

Attached for transmitting to Swan Wooster Engineering, Inc., is a fully executed personal service contract for preconstruction engineering on the Rock Creek Overflow, Rock Creek Bridge, Marquam Creek Bridge and Senecal Creek Bridge.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

fkn

Att.

cc Jack Sollis (agree. att.)
Ed Marges

N

# PROJEC' PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Clackamas Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#:

SECTION: Marquam Creek Bridge (Bridge 3044)

REGION: II

**SURVEY AUTHORITY** Hwy #160

AUTHORIZATION NO.: 1

PREFIX: 103-1911

DATE: 12 16 83

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 1,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 100 | 935 SOILS | | |
| 904 CONSULTANT | | 10,000 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 500 | 920 PROGRAM MANAGEMENT | | 100 | 937 HYDRAULICS | | 500 |
| 906 BRIDGE DESIGN | | 1,200 | 921 SPECIFICA-TIONS | | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 15,000 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ 15,000 |

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: BRF-78(7)

LOCATION ENGINEER'S REMARKS

Consultant to do all preliminary engineering through P S & E including the Hydraulic Report and Foundation Investigation.

Vefsteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
DEC 16 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

| | | | |
|---|---|---|---|
| PREPARED BY<br>J. E. Chidsey | DATE<br>11-4-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>12/12/83 |
| RECOMMENDED, ~~REGION ENGINEER~~ BRIDGE ENGINEER<br>X Walter Hart | DATE<br>11-4-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>11-29-83 | |

734-1914 (7-82)

Oregon Department of Transportation

L.C.

# PROJE : PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2139

REGION II

SECTION Marquam Creek Bridge (Bridge 3044)

| | | | |
|---|---|---|---|
| STATE HIGHWAY # 160 | HIGHWAY NAME Cascade South | MILE POST FROM 22.30 TO 22.38 | LENGTH 0.08mi |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY Clackamas | ROAD/STREET NAME |
| ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | PROJECT DATA | | | RIGHT OF WAY | | |
|---|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | $ 15 | GRADING | (✓) | X | FILES | (#) | 0 |
| RIGHT OF WAY | $ | PAVING | (✓) | X | ACRES | (#) | 0 |
| ROADWAY | $ 40 | STRUCTURES | (✓) | X | RELOCATIONS | (#) | 0 |
| STRUCTURES | $ 38 | SIGNING | (✓) | | WORK BY STATE/CONSULTANT/APPLICANT | | |
| SIGNALS | $ | SIGNALS | (✓) | | PRELIMINARY ENGINEERING | (S,C,A) | C |
| ILLUMINATION | $ | ILLUMINATION | (✓) | | CONSTRUCTION ENGINEERING | (S,C,A) | S |
| TEMPORARY PROTECTION | $ 15 | | | | RIGHT OF WAY DESCRIPTIONS | (S,C,A) | |
| Remove Exist Bridge | $ 4 | ENVIRONMENTAL CLASS | (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS | (S,C,A) | |
| 40% ENGINEERING & CONTINGENCIES | $ 39 | DESIGN CATEGORY | (1-7) | 7 | CONSTRUCTION BY | | |
| TOTAL CONSTRUCTION | $ 136 | WORK TYPE | (1-12) | 2 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER | |
| TOTAL ESTIMATE | $ 161 | | | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 /84 | RECOMMENDED FUNDING SOURCE HBR | RECOMMENDED PROGRAM YEAR 1984 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 1,650 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1982 | |

DEFINE THE PROBLEM

This structure, built in 1928, is badly deteriorated. Maintenance level is high, the horizontal clearance is low and the rails are substandard. This structure needs replacing.

PROPOSED SOLUTION

Replace the structure in the same location and improve the horizontal clearance.

| | |
|---|---|
| REQUESTED XXXXXXXXBRIDGE ENGINEER<br>X | DATE 11-4-83 |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE |

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV [illegible] 1983
MAN. ASST. ______ PROGRAM UNIT ______
FILED TO ______

734-1911 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

# PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION: Marquam Creek Bridge (Bridge 3044)

REGION: II

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | C ~~S~~ | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | C ~~S~~ | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | C ~~N~~ | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | C | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | C ~~S~~ | SECTION 106 | N |
| VICINITY MAP | C | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | C | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | C | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) | NEW (#) |
| | | | | | | UTILITIES | | (LIST BELOW) | |

COMPANIES

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | | |

| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | | DESIGN SPEED | DESIGN STANDARDS |
|---|---|---|---|---|---|---|---|
| | | | | | | 55 | AASHTO |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| | | | | 2'-3" | | | 10 | × | 10 | | | 2'-3" | | | | |
| | | | | 4' | | | 12' | | 12' | | | 4' | | | | |

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 30 | 32 | 38,000 | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date

734-1912 (7-82)

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Marquam Creek Bridge (Bridge 3044)

REGION
II

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right of way anticipated. Impact on existing right of way is minimal.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None -

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

New structure will provide better horizontal clearance.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Minor impact on stream during construction.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

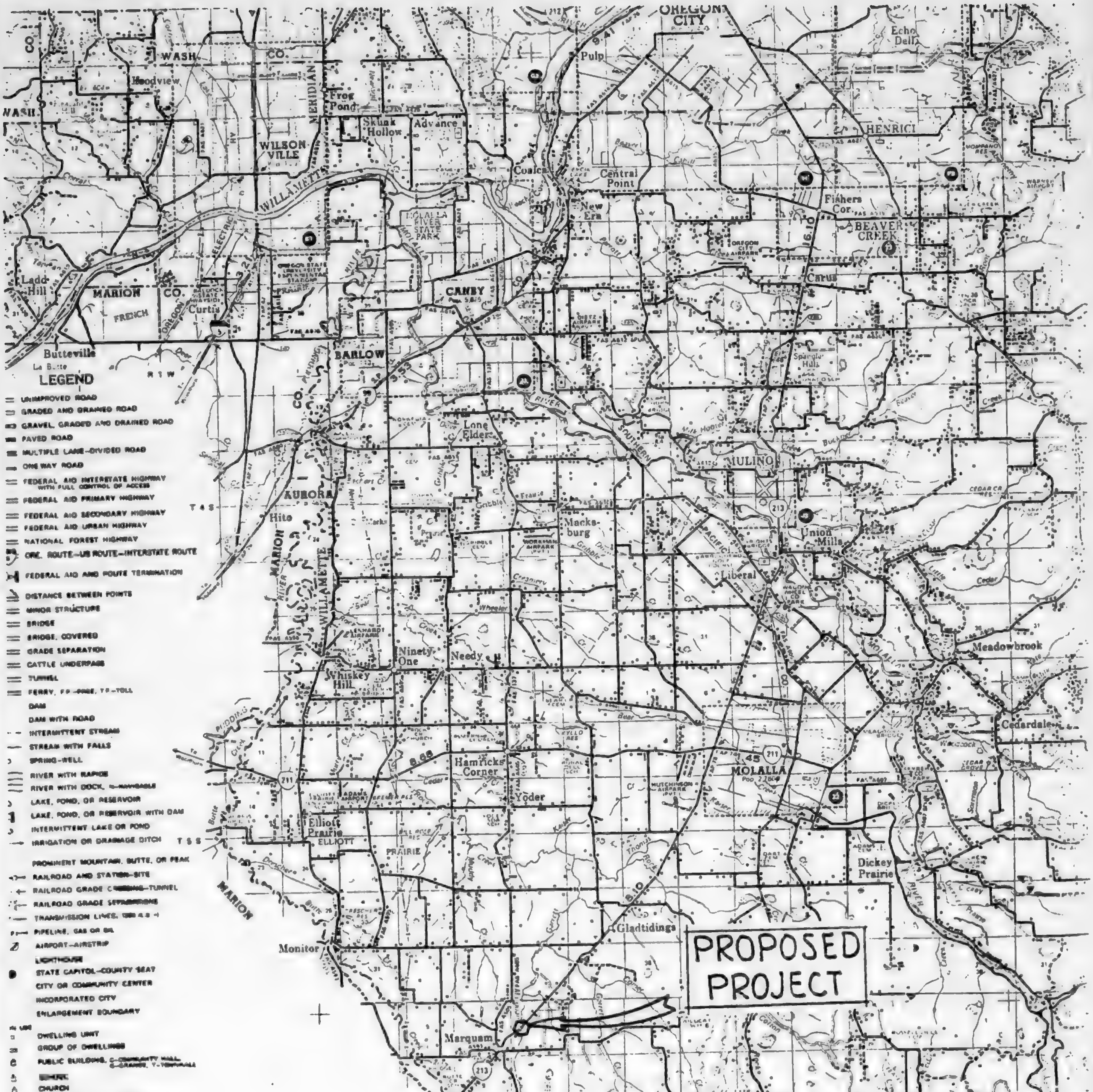
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

| | | |
|---|---|---|
| PREPARED BY<br>X J. E. Chidsey | TELEPHONE NUMBER<br>378-6551 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |

734-1913 (7-82)


PROPOSED
PROJECT
OREGON CITY
WASH. CO.
Echo Dell
Pulp
Hoodview
Frog Pond
Skunk Hollow
Advance
MERIDIAN
WILSONVILLE
WILLAMETTE
HENRICI
Coalca
Central Point
Fishers Cor.
BEAVER CREEK
New Era
MOLALLA RIVER STATE PARK
Ladd Hill
MARION CO.
FRENCH
Curtis
CANBY
Carus
Butteville
La Butte
BARLOW
Spangler Hill
LEGEND
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD
MULTIPLE LANE-DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID INTERSTATE HIGHWAY WITH FULL CONTROL OF ACCESS
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
FEDERAL AID URBAN HIGHWAY
NATIONAL FOREST HIGHWAY
ORE. ROUTE—US ROUTE—INTERSTATE ROUTE
FEDERAL AID AND ROUTE TERMINATION
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE
BRIDGE, COVERED
GRADE SEPARATION
CATTLE UNDERPASS
TUNNEL
FERRY, FF—FREE, TF—TOLL
DAM
DAM WITH ROAD
INTERMITTENT STREAM
STREAM WITH FALLS
SPRING-WELL
RIVER WITH RAPIDS
RIVER WITH DOCK, N—NAVIGABLE
LAKE, POND, OR RESERVOIR
LAKE, POND, OR RESERVOIR WITH DAM
INTERMITTENT LAKE OR POND
IRRIGATION OR DRAINAGE DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD AND STATION-SITE
RAILROAD GRADE CROSSING—TUNNEL
RAILROAD GRADE SEPARATIONS
TRANSMISSION LINES
PIPELINE, GAS OR OIL
AIRPORT—AIRSTRIP
LIGHTHOUSE
STATE CAPITOL—COUNTY SEAT
CITY OR COMMUNITY CENTER
INCORPORATED CITY
ENLARGEMENT BOUNDARY
DWELLING UNIT
GROUP OF DWELLINGS
PUBLIC BUILDING
SCHOOL
CHURCH
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
CEMETERY—CHURCH WITH ADJACENT CEMETERY
HOSPITAL OR REST HOME
RADIO OR TELEVISION STATION—RADIO RANGE STATION
(*) ATOP ANY BUILDING—POST OFFICE
SHOPPING CENTER—WAREHOUSE
ARMORY—MILITARY POST
GRAIN ELEVATOR—DRYER OR CANNERY
AGRICULTURAL EXPERIMENT STATION—WINDMILL
STOCK LOADING PEN OR CORRAL
POWER PLANT—SUBSTATION—PUMPHOUSE—PUMPING STATION, GAS OR OIL
WATER TANK—OIL TANK—GAS TANK—TANK FARM, GAS OR OIL
WEATHER OBSERVATION STATION
STATE INFORMATION CENTER—PORT OF ENTRY OR WEIGH STATION
DISPOSAL
ROAD MATERIAL STOCKPILE SITE
GRAVEL PIT—QUARRY
MINE—CAVE
HOTEL OR RESORT
CAMP—PICNIC GROUND
RECREATIONAL FACILITIES
FAIRGROUNDS—RACE TRACK OR RODEO
HISTORICAL MARKER—MONUMENTED BOUNDARY MARKER
DRIVE-IN THEATER
DIST. FOREST RANGER STATION—FOREST SERVICE STATION
FISH HATCHERY
TRIANGULATION STATION
LOOKOUT—TRIANGULATED LOOKOUT
R 1 W
Lone Elder
MULINO
AURORA
T 4 S
Hito
Macksburg
Union Mills
Liberal
MARION
SOUTHERN PACIFIC
Ninety One
Needy
Whiskey Hill
Meadowbrook
Cedardale
Hamricks Corner
Yoder
MOLALLA
Elliott Prairie
ELLIOTT PRAIRIE
T 5 S
Dickey Prairie
Gladtidings
Monitor
Marquam
MISSOURI
Wilhoit Springs
Kokel Corner
COUNTY
T 6 S
R 1 E
SCOTTS MILLS
R 2 E
122°50'
122°45'
122°40'
122°35'
122°30'

16,098

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-78(7) Marquam Cr.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40097

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| 7. DATE AUTHORIZATION EFFECTIVE<br>11/29/83 | 8. FEDERAL ROUTE NUMBER<br>Primary 78 | 9. STATE ROUTE NUMBER<br>Secondary 160 |

10. GENERAL LOCATION:

Marquam Creek Bridge #3044

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $15,000
F.F $12,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 11/21/83.

RECEIVED
STATE HWY ENGR
DEC 1 '83
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. to
12/1

| | | |
|---|---|---|
| 14. DATE<br>11/29/83 | 15. SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | 16. TITLE<br>for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

| | |
|---|---|
| TO: Dale E. Wilken<br>Division Administrator<br>Federal Highway Administration<br>Salem, Oregon 97301 | OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION<br>ADDENDUM TO LOCATION PROSPECTUS AND<br>REQUEST FOR FEDERAL AID<br>PRELIMINARY ENGINEERING AUTHORIZATION |

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. | |
|---|---|---|---|---|---|
| | | | | FED.P | STATE |
| SR 213, 1.9 mi. N. of Marion Co. Line<br>"Marquam Creek Bridge Sec." | 118 | 40097 | BRF-78(7) | 78 | 160 |

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 80'

Water Development None Recreation & Historical Areas None

County Clackamas Code 005

A-95 Review:

State Cl. Ho. ......... Exempt X Date Approved ________

Dist. 2 Cl. Ho. ..... Exempt X Date Approved ________ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 Statewide

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 5.

(2) Structure No. 3044.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
__ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  __ " R.R. Preparatory Work

Est. Proj. Cost:

| | | |
|---|---|---|
| | TEC NTE | $ 15,000 |
| 80% | FF | $ 12,000 |
| | STATE | $ 3,000 |
| | | $ |

For PR-37:
Field Phase $
PS&E Phase $

REMARKS: 1) Enclosed is a copy of Parts 1 thru 4 of the Project Prospectus & Project Maps.
2) Included in the approved bridge replacement inventory with a sufficiency rating of 13.0.

CL:bkb

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 11-21-83 | ORIGINAL SIGNED BY<br>D. E. SWAN<br>D.E. SWAN, P.E. | PROJECT UNIT ENGINEER |

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 2139

REGION II

SECTION Marquam Creek Bridge (Bridge 3044)

| | | | |
|---|---|---|---|
| STATE HIGHWAY # 160 | HIGHWAY NAME Cascade South | MILE POST FROM 22.30 TO 22.38 | LENGTH 0.08mi |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY Clackamas | ROAD/STREET NAME |
| ROUTE # | FEDERAL AID # 78 | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 15 | GRADING (✓) | X | FILES (#) | 0 |
| RIGHT OF WAY | | $ | PAVING (✓) | X | ACRES (#) | 0 |
| ROADWAY | $ 40 | | STRUCTURES (✓) | X | RELOCATIONS (#) | 0 |
| STRUCTURES | $ 38 | | SIGNING (✓) | | **WORK BY STATE/CONSULTANT/APPLICANT** | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | C |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 15 | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | |
| Remove Exist Bridge | $ 4 | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | |
| 40% ENGINEERING & CONTINGENCIES | $ 39 | | DESIGN CATEGORY (1-7) | 7 | **CONSTRUCTION BY** | |
| TOTAL CONSTRUCTION | | $ 136 | WORK TYPE (1-12) | 2 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 161 | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 /84 | RECOMMENDED FUNDING SOURCE HBR | RECOMMENDED PROGRAM YEAR 1984 |

### RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 1,650 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1982 | |

DEFINE THE PROBLEM

This structure, built in 1928, is badly deteriorated. Maintenance level is high, the horizontal clearance is low and the rails are substandard. This structure needs replacing.

PROPOSED SOLUTION

Replace the structure in the same location and improve the horizontal clearance.

| | |
|---|---|
| REQUESTED ~~REGION ENGINEER~~ BRIDGE ENGINEER<br>X Walter Hart | DATE 11-4-83 |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE |

TRANSP. COMM. APPROVAL DATE

NOTED
BOB DORAN

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV 4 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

PROGRAM YEAR ______ FUNDING

734-1911 (7-82)

## GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

## SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

**SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY** and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

**COST ESTIMATES** — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

**PROJECT DATA** — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

**RIGHT OF WAY** — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

**WORK BY** and **CONSTRUCTION BY** are self-explanatory.

**FINANCING/PROGRAMMING** — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

**EXISTING & PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

**DEFINE THE PROBLEM** — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

**PROPOSED SOLUTION** — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

# PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| | KEY ID # |
| SECTION<br>Marquam Creek Bridge (Bridge 3044) | REGION<br>II |

## PROJECT JUSTIFICATION

This bridge is beyond its economic life and needs replacement. The sufficiency rating for this structure is 13.0.

## ADMINISTRATION RECOMMENDATION

## INSTRUCTIONS

**PROJECT JUSTIFICATION**

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

**ADMINISTRATION RECOMMENDATION** will be completed in Salem.

# PROJECT PROSPECTUS
## PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Marquam Creek Bridge (Bridge 3044)

REGION: II

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | C ~~S~~ | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | C ~~S~~ | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | C ~~N~~ | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | C | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | C ~~S~~ | SECTION 106 | N |
| VICINITY MAP | C | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | C | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | C | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) | NEW (#) |
| | | | | | | UTILITIES | | (LIST BELOW) | |

COMPANIES

RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | | |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | |

DESIGN SPEED: 55

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | 2'-3" | | | 10 | × | 10 | | | 2'-3" | | | | |
| | | | | 4' | | | 12' | | 12' | | | 4' | | | | |

PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 30 | 32 | 38,000 | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date

734-1912 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION
Marquam Creek Bridge (Bridge 3044)

REGION
II

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right of way anticipated. Impact on existing right of way is minimal.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None -

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

New structure will provide better horizontal clearance.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Minor impact on stream during construction.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X J. E. Chidsey | 378-6551 | |

734-1913 (7-82)

FA

# PROJEC PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Clackamas Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Marquam Creek Bridge (Bridge 3044)

REGION II

SURVEY AUTHORITY Hwy#160

AUTHORIZATION NO. 1

PREFIX 103-1911

DATE

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 1,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 100 | 935 SOILS | | |
| 904 CONSULTANT | | 10,000 | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 500 | 920 PROGRAM MANAGEMENT | | 100 | 937 HYDRAULICS | | 500 |
| 906 BRIDGE DESIGN | | 1,200 | 921 SPECIFICATIONS | | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 15,000 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ 15,000 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-78(7)

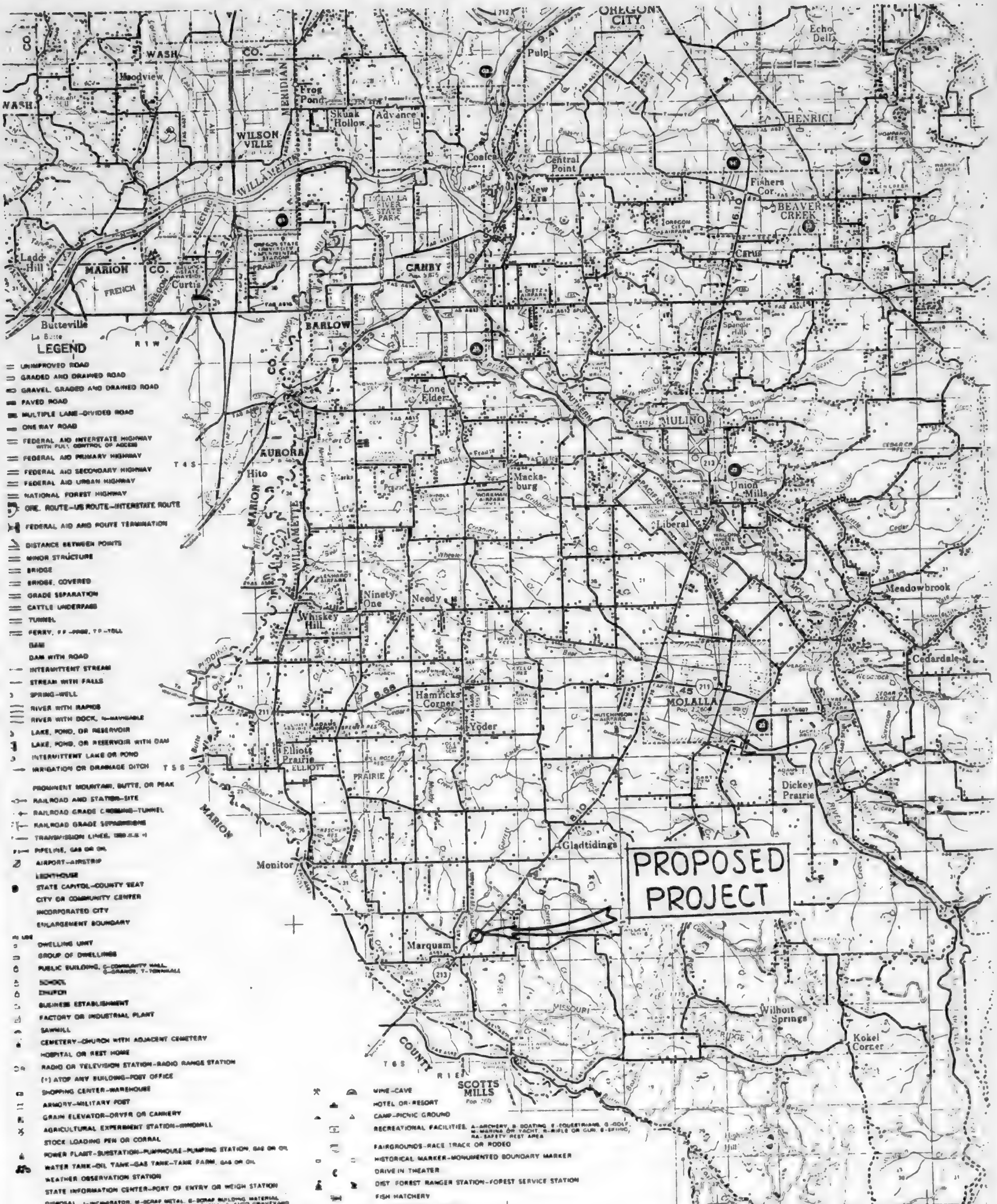
LOCATION ENGINEER'S REMARKS

Consultant to do all preliminary engineering through P S & E including the Hydraulic Report and Foundation Investigation.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
[illegible]
MAN./ASST. ______ [illegible] ______
REFER TO ______
FOR ______

| | | | |
|---|---|---|---|
| PREPARED BY J. E. Chidsey | DATE 11-4-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 12/12/83 |
| RECOMMENDED, ~~DESIGN ENGINEER~~ BRIDGE ENGINEER X | DATE 11-4-83 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE |
| RECOMMENDED, LOCATION ENGINEER X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-29-83 | |

734-1914 (7-82)


PROPOSED PROJECT
OREGON CITY
Pulp
Echo Dell
WASH. CO.
Hoodview
Frog Pond
Skunk Hollow
Advance
WILSON VILLE
WILLAMETTE
HENRICI
Coalca
Central Point
New Era
Fishers Cor.
BEAVER CREEK
Ladd Hill
MARION CO.
Curtis
CANBY
Carus
Butteville
BARLOW
Lone Elder
MULINO
AURORA
Hito
Macksburg
Union Mills
Liberal
Meadowbrook
Ninety-One
Needy
Whiskey Hill
Cedardale
Hamricks Corner
Yoder
MOLALLA
Elliott Prairie
PRAIRIE
Dickey Prairie
MARION
Gladtidings
Monitor
Marquam
MISSOURI
Wilhoit Springs
Kokel Corner
COUNTY
SCOTTS MILLS
R 1 W
R 1 E
R 2 E
T 4 S
T 5 S
T 6 S
122°50'
122°45'
122°40'
122°35'
122°30'
LEGEND
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
GRAVEL, GRADED AND DRAINED ROAD
PAVED ROAD
MULTIPLE LANE-DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID INTERSTATE HIGHWAY WITH FULL CONTROL OF ACCESS
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
FEDERAL AID URBAN HIGHWAY
NATIONAL FOREST HIGHWAY
ORE. ROUTE—US ROUTE—INTERSTATE ROUTE
FEDERAL AID AND ROUTE TERMINATION
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE
BRIDGE, COVERED
GRADE SEPARATION
CATTLE UNDERPASS
TUNNEL
FERRY, FF—FREE, TF—TOLL
DAM
DAM WITH ROAD
INTERMITTENT STREAM
STREAM WITH FALLS
SPRING—WELL
RIVER WITH RAPIDS
RIVER WITH DOCK, N—NAVIGABLE
LAKE, POND, OR RESERVOIR
LAKE, POND, OR RESERVOIR WITH DAM
INTERMITTENT LAKE OR POND
IRRIGATION OR DRAINAGE DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD AND STATION—SITE
RAILROAD GRADE CROSSING—TUNNEL
RAILROAD GRADE SEPARATIONS
TRANSMISSION LINES
PIPELINE, GAS OR OIL
AIRPORT—AIRSTRIP
LIGHTHOUSE
STATE CAPITOL—COUNTY SEAT
CITY OR COMMUNITY CENTER
INCORPORATED CITY
ENLARGEMENT BOUNDARY
DWELLING UNIT
GROUP OF DWELLINGS
PUBLIC BUILDING
SCHOOL
CHURCH
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
CEMETERY—CHURCH WITH ADJACENT CEMETERY
HOSPITAL OR REST HOME
RADIO OR TELEVISION STATION—RADIO RANGE STATION
(*) ATOP ANY BUILDING—POST OFFICE
SHOPPING CENTER—WAREHOUSE
ARMORY—MILITARY POST
GRAIN ELEVATOR—DRYER OR CANNERY
AGRICULTURAL EXPERIMENT STATION—WINDMILL
STOCK LOADING PEN OR CORRAL
POWER PLANT—SUBSTATION—PUMPHOUSE—PUMPING STATION, GAS OR OIL
WATER TANK—OIL TANK—GAS TANK—TANK FARM, GAS OR OIL
WEATHER OBSERVATION STATION
STATE INFORMATION CENTER—PORT OF ENTRY OR WEIGH STATION
DISPOSAL
ROAD MATERIAL STOCKPILE SITE
GRAVEL PIT—QUARRY
MINE—CAVE
HOTEL OR RESORT
CAMP—PICNIC GROUND
RECREATIONAL FACILITIES
FAIRGROUNDS—RACE TRACK OR RODEO
HISTORICAL MARKER—MONUMENTED BOUNDARY MARKER
DRIVE-IN THEATER
DIST. FOREST RANGER STATION—FOREST SERVICE STATION
FISH HATCHERY
TRIANGULATION STATION
LOOKOUT—TRIANGULATED LOOKOUT

1985 Myrtle Creek (Brayden) Br. 10,099
Section of Myrtle Creek Road
(Grading, surfacing & structure)

CXA 8278 - 11-6-84

10,079

5

Oregon Department of Transportation
HIGHWAY DIVISION

# HIGHWAY DIVISION INVOICE

| | | | |
|---|---|---|---|
| | | AGENCY<br>02 | CURRENT DOCUMENT NUMBER<br>146551 |
| YOUR ORDER NUMBER | BILLING REQ. NUMBER<br>CA 6061 | DATE<br>1-7-88 | VENDOR NUMBER<br>000061006100 |

Coos County Treasurer
County Courthouse
Coquille, OR 97423

**SEND REMITTANCE TO:**
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

| T.C. | E.A. SUB JOB | SPECD | ORG. UNIT | OBJ DTL | ACT. | REVENUE SOURCE | AGY. SRC. | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 617 | C10099-011 | L02 | 8011 | | | 844010 | 10 | 972.10 |

| PROG | APP SYM | FUND CODE | FUND DETAIL | FUND SOURCE |
|---|---|---|---|---|
| | | | | |

FOLD

DESCRIPTION:

Final Settlement on BROS-600(6 & 7), Myrtle Creek
(Brayden) Bridge Agreement #8278

| | TOTAL PRICE |
|---|---|
| Total Project Cost | $265,049.89 |
| Less Federal Funds | (211,357.00) |
| Less Advance Deposit | ( 28,100.00) |
| Less State Share of ½ Const. Match | ( 24,457.89) |
| Less State Share of Nonparticipating Cost | ( 162.90) |

**PROGRAM SECTION**
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
JAN 2 1988
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

GL

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 972.10

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz (INVOICE PREPARER) PH. ______

[illegible]

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 7, 1987

COUNTY: Coos AGREEMENT NO: 8278 PROJECT NO: BROS-600(6&7)

CONTRACT NO: 10099 SECTION: Myrtle Cr. (Brayden) Br.

PRELIMINARY ENGINEERING PREFIX C206-1994:

| | PARTICIPATING | NON PARTICIPATING |
|---|---|---|
| Project Manager | $ 8,762.99 | $ |
| Preliminary Design | 3.60 | |
| Final Design | 4,447.15 | |
| Temporary Protection & Direction of Traffic | 593.36 | |
| Region Geology | 426.82 | |
| Region Utility Liaison | 84.96 | |
| Location | 337.55 | |
| Program Section | 219.10 | |
| Administrative Services | 53.09 | |
| Environmental | 94.14 | |
| Free Bridge Design | 6,654.62 | |
| Free Specifications | 1,212.85 | |
| Structural Foundations | 2,641.97 | 16.57 |
| R/W Utility Engineer | 39.71 | |
| Surface Design Engineer | 161.08 | |
| Hydraulics | 1,751.79 | |
| Total P.E. Cost | $ 27,484.78 | $ 16.57 |
| Less Free Br. Design & Specs. | (7,867.49) | -0- |
| Total P.E. Cost to County | $ 19,617.31 | $ 16.57 |

CONSTRUCTION PREFIX C10099:

| | PARTICIPATING | NON PARTICIPATING |
|---|---|---|
| Payment to Contractor | $ 211,396.09 | $ 304.00 |
| SFO #1 Signal Equipment & Turn-on | 2,075.00 | |
| Interest on Final Payment | | 207.28 |
| Field Engineering | 27,104.94 | 325.79 |
| Program Section | 18.53 | |
| Technical Services | 115.44 | |
| Materials Section | 3,868.94 | |
| Total Construction Cost | $ 244,578.94 | $ 837.07 |

## SUMMARY

| | | |
|---|---|---|
| Participating P.E. Cost | | $ 19,617.31 |
| Participating Const. Cost | | 244,578.94 |
| Total Participating Cost | | $ 264,196.25 |

## FEDERAL FUNDS

| | | |
|---|---|---|
| P.E. (80%) | $ 15,693.85 | |
| Const. (80%) | 195,663.15 | (211,357.00) |
| Subtotal | | $ 52,839.25 |
| Less State Share 1/2 Const. Match | | (24,457.89) |
| Plus Non Participating County Cost | | 853.64 |
| Less State Share of Non Participating Field Engineering Cost | | (162.90) |
| Less County's Advance Deposits: | | |
| P.E. AD #82-78 | $ 4,000.00 | |
| Const. AD #85-83 | 14,100.00 | |
| Const. AD #85-89 | 10,000.00 | (28,100.00) |
| BALANCE DUE FROM COUNTY | | $ 972.10 |

MKS:bkw

10099

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

**Appropriation:**

**The United States, Dr., TO** Treasurer of the State of Oregon

**Address** Capitol Building, Salem, OR 97310

**D.O. VOUCHER NO.**

**STATE VOUCHER NO.**

**DATE**

**FHWA SCHEDULE NO.**

**PAID BY**

**STATE** Oregon

**PROGRAM APPROVED**

**FEDERAL AID PROJECT NO.** BROS-600(7)

**VOUCHER PERIOD** From: 7/02/85 To: 2/05/87

**FINANCIAL DATA**

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| 245,416.01 | 244,578.94 | 80% | 195,663.15 | 195,663.15 | -0- |

117

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* Controller *Authorized Officer* 6/08/87 *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $

*Amount Approved* $

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | MYRTLE CREEK (BRAYDEN) BRIDGE SECTION<br>COUNTY ROAD<br>COOS COUNTY | | | | | |
| | Construction<br>Type Code X080<br>Structure, Br. #16763 (M.P. 5.26) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $ 48,687.00 | ✓ |
| SFO #1 | Testing of signal equipment and turn-on (State) | All Required | | | 2,075.00 | |
| | **TOTAL PARTICIPATING (STRUCTURE)** | | | | **$ 50,762.00** | |
| | Roadwork | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $162,709.09 | ✓ |
| | **TOTAL PARTICIPATING CONSTRUCTION** | | | | **$213,471.09** | |
| | Construction Engineering | | | | | |
| | State | All Required | | | $ 31,107.85 | |
| | **TOTAL PARTICIPATING PROJECT COST** | | | | **$244,578.94** | |
| | Non Participating Project Cost | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $ 304.00 | ✓ |
| | Interest on Final Payments | All Required | | | 207.28 | ✓ |
| | Construction Engineering | All Required | | | 325.79 | |
| | **TOTAL NON PARTICIPATING PROJECT COST** | | | | **$ 837.07** | |
| | **TOTAL PROJECT COST** | | | | **$245,416.01** | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 6/11/87. | | | | | |
| | **AMOUNT CARRIED FORWARD** | | | | | |

Payable to: Donald W [illegible]mpson
PO Box 866
North Bend OR 97459

Project No.:
Hwy. Agr. No.:
Contract No.: 10099
Estimate No.: 7 Final
Work Order No.:

Project:
Period Covered:

| Invoice or Billing | Description | Total Amount to Date | Previous Amount | Present Amount |
|---|---|---|---|---|
| | Retainage | 3500.00 | | |
| | | | | |
| | Interest on $4467.20 from | | | |
| | 8/6/86 - 11/10/86. 97 days @ | | | |
| | 2.1369/day = | 207.28 | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | Totals | | | |
| | Retained ___% | | | |
| | Total Payments | | | |

Approved by: V.E. Skoog

Prepared by: J Henson

CPS = 967.20

Common Data Elements
Doc. No. ~~BA~~ C10099
11 17 86
Month Day Year

Agency 02 Vendor 0000962045 Suf 00 Ref. Doc./Suf. ______ Check No. ______

| Suf | T/C | EA | Sub | Org | Obj | Actvy | M | Invoice No. | Amount | Sub. Acct. | MSA Code | RPI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 240 | C10099 | 000 | 8011 | | | | | 3500.00 | C10099 | | |
| 02 | 223 | ↓ | 001 | ↓ | 349 | | | | 207.28 | | | |
| 03 | | | | | | | | | | | | |
| 04 | | | | | | | | | | | | |
| 05 | | | | | | | | | | | | |
| 06 | | | | | | | | | | | | |
| 07 | | | | | | | | | | | | |
| 08 | | | | | | | | | | | | |

FORM NO.: 81-734-1359 (7/5/85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

11/21/86

CP010-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

PAGE 1

Batch # C 108 11-21-86

ONTRACT NUMBER: C10099 ESTIMATE NUMBER: 007 DONALD W. THOMPSON, INC.

| UMBER | NUMBER | CONTRACT PAYMENT | LIQUIDATED DAMAGE | RETAINAGE | FORCE ACCOUNT AMOUNT | NET |
|---|---|---|---|---|---|---|
| MOUNT TO DATE: | | 211,700.09 | 0.00 | 3,500.00 | 0.00 | 20 |
| RIOR AMOUNT: | | 210,732.89 | 0.00 | 3,500.00 | 0.00 | 20 |
| RESENT AMOUNT: | | 967.20 | 0.00 | 0.00 | 0.00 | |

| A- UMBER | SUB- NUMBER | CONTRACT PAYMENT | LIQUIDATED DAMAGE | RETAINAGE | FORCE ACCOUNT AMOUNT | NET |
|---|---|---|---|---|---|---|
| 10099 | 011 | 967.20 | 0.00 | 0.00 | 0.00 | |
| | TOTAL | 967.20 | 0.00 | 0.00 | 0.00 | |

BROS-

ROJECT MANAGER-MORRISON - REGION 3

YPE OF RETAINAGE : INTEREST BEARING ACCOUNT

UMP SUM : 3,500.00

ERCENT RETAINED :

APPROVED
F.R. Griffin, Asst. Controller
Oregon State Highway Division

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
ACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

11/21/86
PAGE 1

4

u # C 108  11-21-86

0099  ESTIMATE NUMBER: 007  DONALD W. THOMPSON, INC.

| CONTRACT PAYMENT | LIQUIDATED DAMAGE | RETAINAGE | FORCE ACCOUNT AMOUNT | NETPAY |
|---|---|---|---|---|
| 211,700.09<br>210,732.89 | 0.00<br>0.00 | 3,500.00<br>3,500.00 | 0.00<br>0.00 | 208,200.09<br>207,232.89 |
| 967.20 | 0.00 | 0.00 | 0.00 | 967.20 |

| CONTRACT PAYMENT | LIQUIDATED DAMAGE | RETAINAGE | FORCE ACCOUNT AMOUNT | NETPAY |
|---|---|---|---|---|
| 967.20 | 0.00 | 0.00 | 0.00 | 967.20 |
| 967.20 | 0.00 | 0.00 | 0.00 | 967.20 |

BROS-600(7)

ISON - REGION 3

INTEREST BEARING ACCOUNT

3,500.00

APPROVED
F.R. Griffin, Asst. Controller
Oregon State Highway Division

# CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

| | |
|---|---|
| COUNTY | COOS |
| HIGHWAY | MYRTLE CREEK ROAD |
| SECTION | MYRTLE CREEK (BRAYDEN) |
| CONTRACT NO. | C10099 |
| ESTIMATE NO. | 7 |
| FEDERAL AID PROJECT NO. | BROS0600007 |

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMO |
|---|---|---|---|---|---|---|
| 001 | 11 MOBILIZATION | LUMP SUM | 21000.0000 | 100.000 | 21000.00 | 21000. |
| 002 | 11 TEMPORARY PROTECTION AND DIR OF TRAFFIC | LUMP SUM | 2220.0000 | 100.000 | 2220.00 | 2220. |
| 003 | 11 TEMPORARY SIGNS | SQ FT | 11.0000 | 216.000 | 2376.00 | 2376. |
| 004 | 11 TEMPORARY BARRICADES | EACH | 85.0000 | 4.000 | 340.00 | 340. |
| 005 | 11 TEMPORARY CONCRETE BARRIERS REFLEC | LIN FT | 13.5000 | 200.000 | 2700.00 | 2700. |
| 006 | 11 TEMPORARY TRAFFIC SIGNAL INSTALLATION | LUMP SUM | 16537.0000 | 100.000 | 16537.00 | 16537. |
| 007 | 11 TEMPORARY BRIDGE RAIL | LIN FT | 14.5000 | 70.000 | 1015.00 | 1015. |
| 008 | 11 FLAGGERS | HOUR | 17.0000 | 147.000 | 2499.00 | 2499. |
| 009 | 11 CLEARING AND GRUBBING | LUMP SUM | 1845.0000 | 100.000 | 1845.00 | 1845. |
| 010 | 11 TOE TRENCH EXCAVATION | CU YD | 6.0000 | 71.100 | 426.60 | 426. |
| 011 | 11 EMBANKMENT IN PLACE | CU YD | 4.2000 | 1,254.800 | 5270.16 | 5270. |
| 012 | 11 FINISHING ROADBED AND SLOPES | LUMP SUM | 1500.0000 | 100.000 | 1500.00 | 1500. |
| 013 | 11 WATERING | M-GAL | 14.0000 | 16.000 | 224.00 | 224. |
| 015 | 11 18-INCH CULVERT PIPE | LIN FT | 18.0000 | 40.000 | 720.00 | 720. |
| 017 | 11 GUARD RAIL TYPE 2A | LIN FT | 13.5000 | 150.000 | 2025.00 | 2025. |
| 018 | 11 GUARD RAIL TYPE 3 | LIN FT | 23.0000 | 100.000 | 2300.00 | 2300. |
| 019 | 11 GUARD RAIL ANCHORS TYPE 1 | EACH | 345.0000 | 4.000 | 1380.00 | 1380. |
| 020 | 11 RAIL END PIECES TYPE C | EACH | 95.0000 | 4.000 | 380.00 | 380. |
| 021 | 11 TYPE 2 FENCE | LIN FT | 4.0000 | 483.000 | 1932.00 | 1932. |
| 022 | 11 LOOSE RIPRAP CL 50 700 | CU YD | 16.0000 | 184.450 | 2951.20 | 2952. |
| 023 | 11 FILTER BLANKET | CU YD | 16.0000 | 14.700 | 235.20 | 235. |
| 024 | 11 BRIDGE REMOVAL WORK | LUMP SUM | 10500.0000 | 100.000 | 10500.00 | 10500. |
| 025 | 11 [illegible] ETC | LUMP SUM | 6000.0000 | 100.000 | 6000.00 | 6000. |
| 026 | 11 STRUCTURE EXCAVATION | CU YD | 21.0000 | 200.160 | 4203.36 | 4204. |
| 027 | 11 STRUCT EXCAVATION BELOW ELEV SHOWN | CU YD | 30.0000 | 69.580 | 2087.40 | 2087. |
| 028 | 11 SPECIAL WALL BACKFILL | CU YD | 20.0000 | 176.500 | 3530.00 | 3530. |
| 029 | 11 STRUCTURAL CONCRETE CLASS 3300 | LUMP SUM | 32037.0000 | 100.000 | 32037.00 | 32037. |
| 030 | 11 REINFORCEMENT | LUMP SUM | 6910.0000 | 100.000 | 6910.00 | 6910. |
| 031 | 11 4' 35'/7' PRESTRESSED SLABS | EACH | 5765.0000 | 7.000 | 40355.00 | 40355. |
| 032 | 11 STRUCTURE STEEL PILING | LIN FT | 55.0000 | 134.000 | 7370.00 | 7370. |

A

| | | | |
|---|---|---|---|
| DATE<br>11 21 [illegible] C10099 | TOTAL CONTRACT ITEMS | | |
| | | | |
| | | | |
| | FORCE ACCOUNT | | |
| ENGINEER OR AUDITOR | | | |

## CT PAYMENT VOUCHER

| | | | |
|---|---|---|---|
| COUNTY<br>COOS | | CONTRACT NO.<br>C10099 | ESTIMATE NO.<br>7 |
| HIGHWAY<br>MYRTLE CREEK ROAD | | FEDERAL AID PROJECT NO.<br>BROS0600007 | |
| SECTION<br>MYRTLE CREEK (BRAYDEN) | | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|---|
| TION | LUMP SUM | 21000.0000 | 100.000 | 21000.00 | 21000.00 | |
| PROTECTION AND DIR OF TRAFFIC | LUMP SUM | 2220.0000 | 100.000 | 2220.00 | 2220.00 | |
| SIGNS | SQ FT | 11.0000 | 216.000 | 2376.00 | 2376.00 | |
| BARRICADE | EACH | 85.0000 | 4.000 | 340.00 | 340.00 | |
| CONCRETE BARRIERS REFLEC | LIN FT | 13.5000 | 200.000 | 2700.00 | 2700.00 | |
| TRAFFIC SIGNAL INSTALLATION | LUMP SUM | 16537.0000 | 100.000 | 16537.00 | 16537.00 | |
| BRIDGE RAIL | LIN FT | 14.5000 | 70.000 | 1015.00 | 1015.00 | |
| [illegible] | HOUR | 17.0000 | 147.000 | 2499.00 | 2499.00 | |
| AND GRUBBING | LUMP SUM | 1845.0000 | 100.000 | 1845.00 | 1845.00 | |
| EXCAVATION | CU YD | 6.0000 | 71.100 | 426.60 | 426.60 | |
| IN PLACE | CU YD | 4.2000 | 1,254.800 | 5270.16 | 5270.16 | |
| ROUNDED AND SLOPES | LUMP SUM | 1500.0000 | 100.000 | 1500.00 | 1500.00 | |
| [illegible] | M-GAL | 14.0000 | 16.000 | 224.00 | 224.00 | |
| CULVERT PIPE | LIN FT | 18.0000 | 40.000 | 720.00 | 720.00 | |
| TYPE 2A | LIN FT | 13.5000 | 150.000 | 2025.00 | 2025.00 | |
| TYPE 3 | LIN FT | 23.0000 | 100.000 | 2300.00 | 2300.00 | |
| ANCHORS TYPE 1 | EACH | 345.0000 | 4.000 | 1380.00 | 1380.00 | |
| PIECES TYPE C | EACH | 95.0000 | 4.000 | 380.00 | 380.00 | |
| [illegible] | LIN FT | 4.0000 | 483.000 | 1932.00 | 1932.00 | |
| RIPRAP CL SO 700 | CU YD | 16.0000 | 184.450 | 2951.20 | 2952.00 | .80- |
| [illegible] | CU YD | 16.0000 | 14.700 | 235.20 | 235.20 | |
| [illegible] | LUMP SUM | 10500.0000 | 100.000 | 10500.00 | 10500.00 | |
| ETC | LUMP SUM | 6000.0000 | 100.000 | 6000.00 | 6000.00 | |
| EXCAVATION | CU YD | 21.0000 | 200.160 | 4203.36 | 4204.20 | .84- |
| EXCAVATION BELOW ELEV SHOWN | CU YD | 30.0000 | 69.580 | 2087.40 | 2087.40 | |
| ALL FILL | CU YD | 20.0000 | 176.500 | 3530.00 | 3530.00 | |
| CONCRETE CLASS 3300 | LUMP SUM | 32037.0000 | 100.000 | 32037.00 | 32037.00 | |
| [illegible] | LUMP SUM | 6910.0000 | 100.000 | 6910.00 | 6910.00 | |
| PRESTRESSED SLABS | EACH | 5765.0000 | 7.000 | 40355.00 | 40355.00 | |
| STEEL PILING | LIN FT | 55.0000 | 134.000 | 7370.00 | 7370.00 | |
| C10099 | TOTAL CONTRACT ITEMS | | | | | |
| | | | | | | |
| | FORCE ACCOUNT | | | | | |
| | | | | | | |

A

## CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

HIGHWAY

SECTION

C10099 | 7

FEDERAL AID PROJECT NO.

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS A |
|---|---|---|---|---|---|---|
| | PRICE AGREEMENT ITEMS | | | | | |
| 3001A | 11 1½-0 AGG BASE | TO | 8.7500 | 2,463.670 | 21557.11 | 2155 |
| 3002A | 11 ADDITIONAL CONCRETE | CU YD | 311.0400 | 19.810 | 6161.70 | 492 |
| 3002B | 11 ADDITIONAL REINFORCEMENT | LB | .5315 | 1,520.900 | 808.36 | 107 |
| 3003A | 10 CONCRETE REMOVAL | LUMP SUM | 304.0000 | 100.000 | 304.00 | 30 |

| Type Code | | "P" Construction Cost | "N" Const Cost | Total Cost |
|---|---|---|---|---|
| X080 | Structure | $ 48,687.00 | 304.00 | |
| X080 | Roadwork | 162,709.09 | | |
| Total | | 211396.09 | 304.00 | $ 211,700.09 |

DATE 11 21 88 93.02 C10099

TOTAL CONTRACT ITEMS 211700.09 21073

FORCE ACCOUNT

ENGINEER OR AUDITOR

ACT PAYMENT VOUCHER

| | | |
|---|---|---|
| HIGHWAY | C10099 | 7 |
| | FEDERAL AID PROJECT NO. | |
| SECTION | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|---|
| GREEMENT ITEMS | | | | | | |
| BAS | TO | 8.7500 | 2,463.670 | 21557.11 | 21557.38 | .27- |
| CONCRETE | CU YD | 311.0400 | 19.810 | 6161.70 | 4929.98 | 1231.72 |
| EINFORCEMENT | LB | .5315 | 1,520.900 | 808.36 | 1070.97 | 262.61- |
| TE REMOVAL | LUMP SUM | 304.0000 | 100.000 | 304.00 | 304.00 | |
| C10099 | TOTAL CONTRACT ITEMS | | | 211700.09 | 210732.89 | 967.20 |
| | FORCE ACCOUNT | | | | | |

| Type Code | | "P" Construction Cost | "N" Const Cost | Total Cost |
|---|---|---|---|---|
| X080 | Structure | $48,687.00 | 304.00 | |
| X080 | Roadwork | 162,709.09 | | |
| Total | | 211396.09 | 304.00 | $ 211,700.09 |

```
                         JOB COST SUMMARY RUN ON  12-04-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 11/27/87

                                           CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C10099    000             001        3015                                     141.42
C10099    000             001        8011                                  20,047.00
OBJ-DETAIL 001                                                             20,188.42

C10099    000             030        8011                                      31.70
OBJ-DETAIL 030                                                                 31.70

C10099    000             032        8011                                     539.90
OBJ-DETAIL 032                                                                539.90

C10099    000             136        0500                                       7.12
OBJ-DETAIL 136                                                                  7.12

C10099    000             146        8011                                      77.06
OBJ-DETAIL 146                                                                 77.06

C10099    000             150        8011                                      60.01
OBJ-DETAIL 150                                                                 60.01

C10099    000             271        8011                                      42.96
OBJ-DETAIL 271                                                                 42.96

C10099    000             278        8011                                      37.57
OBJ-DETAIL 278                                                                 37.57

C10099    000             490        8011                                   2,075.00
OBJ-DETAIL 490                                                              2,075.00

C10099    000             504        7400                                       7.80
C10099    000             504        7460                                      19.80
OBJ-DETAIL 504                                                                 27.60

C10099    000             550        3000                                      20.00
C10099    000             550        8215                                      28.00
OBJ-DETAIL 550                                                                 48.00

C10099    000             555        0521                                      18.18
OBJ-DETAIL 555                                                                 18.18

C10099    000             598        0600
C10099    000             598        3015
C10099    000             598        7000
C10099    000             598        7460
C10099    000             598        8011

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     2

                         JOB COST SUMMARY RUN ON  12-04-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/27/87

                                             CREW   MSA           CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 598

ACTIVITY                                                                  23,153.52 SUBTOTAL

C10099   000    010      001        0813                                     237.32
C10099   000    010      001        0821                                      88.72
OBJ-DETAIL 001                                                               326.04

ACTIVITY   010                                                               326.04 SUBTOTAL

C10099   000    020      001        8011                                      79.89
OBJ-DETAIL 001                                                                79.89

ACTIVITY   020                                                                79.89 SUBTOTAL

C10099   000    900      001        3011                                     300.78
C10099   000    900      001        3015                                     656.25
C10099   000    900      001        8011                                   1,251.08
C10099   000    900      001        8051                                     106.07
OBJ-DETAIL 001                                                             2,314.18

C10099   000    900      106        8011                                      77.00
OBJ-DETAIL 106                                                                77.00

C10099   000    900      130        8011                                      32.75
OBJ-DETAIL 130                                                                32.75

C10099   000    900      134        3000                                      12.49
C10099   000    900      134        3100                                       5.34
OBJ-DETAIL 134                                                                17.83

C10099   000    900      136        3000                                       5.68
OBJ-DETAIL 136                                                                 5.68

C10099   000    900      138        8011                                     100.00
OBJ-DETAIL 138                                                               100.00

C10099   000    900      470        8011                                     223.74
OBJ-DETAIL 470                                                               223.74

C10099   000    900      548        8011                                     224.80
OBJ-DETAIL 548                                                               224.80

C10099   000    900      550        3011                                      16.80

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  12-04-87
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/27/87

                                           CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----         -------        ----------
C10099    000    900      550        8011                                 1,119.70
OBJ-DETAIL 550                                                            1,136.50

C10099    000    900      551        3015                                   224.00
OBJ-DETAIL 551                                                              224.00

C10099    000    900      598        0521
OBJ-DETAIL 598

ACTIVITY    900                                                           4,356.48 SUBTOTAL

C10099    000    901      001        7364                                   109.53
C10099    000    901      001        7460                                 1,031.37
OBJ-DETAIL 001                                                            1,140.90

C10099    000    901      134        7400                                     9.09
OBJ-DETAIL 134                                                                9.09

C10099    000    901      267        7000                                    50.00
OBJ-DETAIL 267                                                               50.00

C10099    000    901      504        7400                                     5.00
OBJ-DETAIL 504                                                                5.00

ACTIVITY    901                                                           1,204.99 SUBTOTAL

C10099    000    905      001        7000                                     9.24
OBJ-DETAIL 001                                                                9.24

ACTIVITY    905                                                               9.24 SUBTOTAL

C10099    000    914      001        7700                                     5.24
OBJ-DETAIL 001                                                                5.24

ACTIVITY    914                                                               5.24 SUBTOTAL

C10099    000    920      001        0600                                    18.53
OBJ-DETAIL 001                                                               18.53

ACTIVITY    920                                                              18.53 SUBTOTAL

C10099    000    927      001        7460                                   100.96
OBJ-DETAIL 001                                                              100.96


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  12-04-87
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 11/27/87

                                      CREW   MSA        CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--        ------ -------- ---------- ------ -----       -------      ----------
ACTIVITY   927                                                       100.96 SUBTOTAL

C10099    000    940      001        8020                             565.68
C10099    000    940      001        8213                             551.67
C10099    000    940      001        8221                              52.23
OBJ-DETAIL 001                                                      1,169.58

C10099    000    940      030        8020
C10099    000    940      030        8213                              21.82
OBJ-DETAIL 030                                                         21.82

C10099    000    940      130        8213                              49.64
OBJ-DETAIL 130                                                         49.64

C10099    000    940      548        8213                              27.50
OBJ-DETAIL 548                                                         27.50

C10099    000    940      550        8213                             113.40
OBJ-DETAIL 550                                                        113.40

C10099    000    940      551        8011                           1,557.00
C10099    000    940      551        8213                             560.00
C10099    000    940      551        8215                             370.00
OBJ-DETAIL 551                                                      2,487.00

ACTIVITY   940                                                      3,868.94 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                            33,123.83

C10099    001             148        8011                              20.99
OBJ-DETAIL 148                                                         20.99

C10099    001             151        8011                              84.17
OBJ-DETAIL 151                                                         84.17

C10099    001             306        8022
OBJ-DETAIL 306

C10099    001             349        8011                             207.28
OBJ-DETAIL 349                                                        207.28

C10099    001             566        8011                              10.00
OBJ-DETAIL 566                                                         10.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     5

                         JOB COST SUMMARY RUN ON  12-04-87
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 11/27/87

                                         CREW   MSA          CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--       ------ -------- ---------- ------ -----         -------        ----------
C10099   001             600        8011                                     76.00
OBJ-DETAIL 600                                                               76.00

ACTIVITY                                                                    398.44 SUBTOTAL

C10099   001    900      148        8011                                     64.14
OBJ-DETAIL 148                                                               64.14

C10099   001    900      151        8011                                     42.48
OBJ-DETAIL 151                                                               42.48

C10099   001    900      456        8011                                     23.36
OBJ-DETAIL 456                                                               23.36

ACTIVITY   900                                                              129.98 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                     528.42

C10099   010             148        8011                                      7.59
OBJ-DETAIL 148                                                                7.59

C10099   010             199        8011                                       .42
OBJ-DETAIL 199                                                                 .42

C10099   010             300        8011                                    304.00
OBJ-DETAIL 300                                                              304.00

C10099   010             600        8011                                     20.00
OBJ-DETAIL 600                                                               20.00

ACTIVITY                                                                    332.01 SUBTOTAL

C10099   010    900      470        8011                                    -23.36
OBJ-DETAIL 470                                                              -23.36

C10099   010    900      598        0521
OBJ-DETAIL 598

ACTIVITY   900                                                              -23.36 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                     308.65

C10099   011             199        8011                                     59.02

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                      JOB COST SUMMARY RUN ON  12-04-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 11/27/87

                                         CREW   MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--       ------ -------- ---------- ------ -----         -------       ----------
OBJ-DETAIL 199                                                              59.02

C10099   011               300        8011                             211,396.09
OBJ-DETAIL 300                                                         211,396.09

ACTIVITY                                                               211,455.11 SUBTOTAL

C10099   011    900        598        0521
OBJ-DETAIL 598

ACTIVITY   900                                                                    SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                211,455.11

EA         C10099 TOTAL                                                245,416.01


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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**Oregon Micro-Imaging, Inc.**

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

# RETAKE

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

11/21/86
PAGE 1

#C 108 11-21-86

ESTIMATE NUMBER: 007 DONALD W. THOMPSON, INC.

| CONTRACT PAYMENT | LIQUIDATED DAMAGE | RETAINAGE | FORCE ACCOUNT AMOUNT | NETPAY |
|---|---|---|---|---|
| 211,700.09 | 0.00 | 3,500.00 | 0.00 | 208,200.09 |
| 210,732.89 | 0.00 | 3,500.00 | 0.00 | 207,232.89 |
| 967.20 | 0.00 | 0.00 | 0.00 | 967.20 |

| CONTRACT PAYMENT | LIQUIDATED DAMAGE | RETAINAGE | FORCE ACCOUNT AMOUNT | NETPAY |
|---|---|---|---|---|
| 967.20 | 0.00 | 0.00 | 0.00 | 967.20 |
| 967.20 | 0.00 | 0.00 | 0.00 | 967.20 |

BROS-600(7)

N - REGION 3

EREST BEARING ACCOUNT

3,500.00

APPROVED
F.R. Griffin, Asst. Controller
Oregon State Highway Division

CP010-1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

11/21/86
PAGE 1

Batch # C 108 11-21-86

ONTRACT NUMBER: C10099 ESTIMATE NUMBER: 007 DONALD W. THOMPSON, INC.

| UMBER | NUMBER | CONTRACT PAYMENT | LIQUIDATED DAMAGE | RETAINAGE | FORCE ACCOUNT AMOUNT | NETPAY |
|---|---|---|---|---|---|---|
| MOUNT TO DATE: | | 211,700.09 | 0.00 | 3,500.00 | 0.00 | 208,2 |
| RIOR AMOUNT: | | 210,732.89 | 0.00 | 3,500.00 | 0.00 | 207,2 |
| RESENT AMOUNT: | | 967.20 | 0.00 | 0.00 | 0.00 | 9 |

| A- UMBE | SUB-NUMBER | CONTRACT PAYMENT | LIQUIDATED DAMAGE | RETAINAGE | FORCE ACCOUNT AMOUNT | NETPAY |
|---|---|---|---|---|---|---|
| 10099 | 011 | 967.20 | 0.00 | 0.00 | 0.00 | 9 |
| | TOTAL | 967.20 | 0.00 | 0.00 | 0.00 | 9 |

BROS-60

ROJECT MANAGER-MORRISON - REGION 3

YPE OF RETAINAGE : INTEREST BEARING ACCOUNT

UM SUM : 3,500.00

ERCENT RETAINED :

APPROVED
F.R. Griffin, Asst. Controller
Oregon State Highway Division

## AYMENT VOUCHER

| | | | |
|---|---|---|---|
| COUNTY<br>COOS | | CONTRACT NO.<br>C10099 | ESTIMATE NO.<br>7 |
| HIGHWAY<br>MYRTLE CREEK ROAD | | FEDERAL AID PROJECT NO.<br>BROS0600007 | |
| SECTION<br>MYRTLE CREEK (BRAYDEN) | | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|---|
| ION | LUMP SUM | 21000.0000 | 100.000 | 21000.00 | 21000.00 | |
| PROTECTION AND DIR OF TRAFFIC | LUMP SUM | 2220.0000 | 100.000 | 2220.00 | 2220.00 | |
| SIGNS | SQ FT | 11.0000 | 216.000 | 2376.00 | 2376.00 | |
| BARRICADE | EACH | 85.0000 | 4.000 | 340.00 | 340.00 | |
| CONCRETE BARRIERS REFLEC | LIN FT | 13.5000 | 200.000 | 2700.00 | 2700.00 | |
| TRAFFIC SIGNAL INSTALLATION | LUMP SUM | 16537.0000 | 100.000 | 16537.00 | 16537.00 | |
| BRIDGE RAIL | LIN FT | 14.5000 | 70.000 | 1015.00 | 1015.00 | |
| | HOUR | 17.0000 | 147.000 | 2499.00 | 2499.00 | |
| ND GRUBBING | LUMP SUM | 1845.0000 | 100.000 | 1845.00 | 1845.00 | |
| EXCAVATION | CU YD | 6.0000 | 71.100 | 426.60 | 426.60 | |
| IN PLACE | CU YD | 4.2000 | 1,254.800 | 5270.16 | 5270.16 | |
| [illegible] AND SLOPES | LUMP SUM | 1500.0000 | 100.000 | 1500.00 | 1500.00 | |
| | M-GAL | 14.0000 | 16.000 | 224.00 | 224.00 | |
| LVERT PIPE | LIN FT | 18.0000 | 40.000 | 720.00 | 720.00 | |
| PE 2A | LIN FT | 13.5000 | 150.000 | 2025.00 | 2025.00 | |
| PE 3 | LIN FT | 23.0000 | 100.000 | 2300.00 | 2300.00 | |
| ANCHORS TYPE 1 | EACH | 345.0000 | 4.000 | 1380.00 | 1380.00 | |
| IECES TYPE C | EACH | 95.0000 | 4.000 | 380.00 | 380.00 | |
| E | LIN FT | 4.0000 | 483.000 | 1932.00 | 1932.00 | |
| CL SS 700 | CU YD | 16.0000 | 184.450 | 2951.20 | 2952.00 | .80- |
| ET | CU YD | 16.0000 | 14.700 | 235.20 | 235.20 | |
| [illegible] | LUMP SUM | 10500.0000 | 100.000 | 10500.00 | 10500.00 | |
| SIN ETC | LUMP SUM | 6000.0000 | 100.000 | 6000.00 | 6000.00 | |
| EXCAV TIO | CU YD | 21.0000 | 200.160 | 4203.36 | 4204.20 | .84- |
| VATION BELOW ELEV SHOWN | CU YD | 30.0000 | 69.580 | 2087.40 | 2087.40 | |
| LL SUBFILL | CU YD | 20.0000 | 176.500 | 3530.00 | 3530.00 | |
| CONCRETE CLASS 3300 | LUMP SUM | 32037.0000 | 100.000 | 32037.00 | 32037.00 | |
| ENT | LUMP SUM | 6910.0000 | 100.000 | 6910.00 | 6910.00 | |
| PRESTRESSED SLABS | EACH | 5765.0000 | 7.000 | 40355.00 | 40355.00 | |
| STEEL PILING | LIN FT | 55.0000 | 134.000 | 7370.00 | 7370.00 | |
| C10099 | TOTAL CONTRACT ITEMS | | | | | |
| | | | | | | |
| | FORCE ACCOUNT | | | | | |
| | | | | | | |

A

# CONTRACT PAYMENT VOUCHER

| | | | |
|---|---|---|---|
| COUNTY<br>COOS | | CONTRACT NO.<br>C10099 | ESTIMATE NO.<br>7 |
| HIGHWAY<br>MYRTLE CREEK ROAD | | FEDERAL AID PROJECT NO.<br>BROS0600007 | |
| SECTION<br>MYRTLE CREEK (BRAYDEN) | | | |

734-1020 (9-85)

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUN |
|---|---|---|---|---|---|---|
| 001 | 11 MOBILIZATION | LUMP SUM | 21000.0000 | 100.000 | 21000.00 | 21000.0 |
| 002 | 11 TEMPORARY PROTECTION AND DIR OF TRAFFIC | LUMP SUM | 2220.0000 | 100.000 | 2220.00 | 2220.0 |
| 003 | 11 TEMPORARY SIGNS | SQ FT | 11.0000 | 216.000 | 2376.00 | 2376.0 |
| 004 | 11 TEMPORARY BARRICADE | EACH | 85.0000 | 4.000 | 340.00 | 340.0 |
| 005 | 11 TEMPORARY CONCRETE BARRIERS REFLEC | LIN FT | 13.5000 | 200.000 | 2700.00 | 2700.0 |
| 006 | 11 TEMPORARY TRAFFIC SIGNAL INSTALLATION | LUMP SUM | 16537.0000 | 100.000 | 16537.00 | 16537.0 |
| 007 | 11 TEMPORARY BRIDGE RAIL | LIN FT | 14.5000 | 70.000 | 1015.00 | 1015.0 |
| 008 | 11 FLAGGERS | HOUR | 17.0000 | 147.000 | 2499.00 | 2499.0 |
| 009 | 11 CLEARING AND GRUBBING | LUMP SUM | 1845.0000 | 100.000 | 1845.00 | 1845.0 |
| 010 | 11 TOE TRENCH EXCAVATION | CU YD | 6.0000 | 71.100 | 426.60 | 426.6 |
| 011 | 11 EMBANKMENT IN PLACE | CU YD | 4.2000 | 1,254.800 | 5270.16 | 5270.1 |
| 012 | 11 FINISHING ROADBED AND SLOPES | LUMP SUM | 1500.0000 | 100.000 | 1500.00 | 1500.0 |
| 013 | 11 WATERING | M-GAL | 14.0000 | 16.000 | 224.00 | 224.0 |
| 015 | 11 18-INCH CULVERT PIPE | LIN FT | 18.0000 | 40.000 | 720.00 | 720.0 |
| 017 | 11 GUARD RAIL TYPE 2A | LIN FT | 13.5000 | 150.000 | 2025.00 | 2025.0 |
| 018 | 11 GUARD RAIL TYPE 3 | LIN FT | 23.0000 | 100.000 | 2300.00 | 2300.0 |
| 019 | 11 GUARD RAIL ANCHORS TYPE 1 | EACH | 345.0000 | 4.000 | 1380.00 | 1380.0 |
| 020 | 11 RAIL END PIECE TYPE C | EACH | 95.0000 | 4.000 | 380.00 | 380.0 |
| 021 | 11 TYPE 2 FENCE | LIN FT | 4.0000 | 483.000 | 1932.00 | 1932.0 |
| 022 | 11 LOOSE RIPRAP CLASS 700 | CU YD | 16.0000 | 184.450 | 2951.20 | 2952.0 |
| 023 | 11 FILTER BLANKET | CU YD | 16.0000 | 14.700 | 235.20 | 235.2 |
| 024 | 11 BRIDGE REMOVAL WORK | LUMP SUM | 10500.0000 | 100.000 | 10500.00 | 10500.0 |
| 025 | 11 SHORING CRIBBING ETC | LUMP SUM | 6000.0000 | 100.000 | 6000.00 | 6000.0 |
| 026 | 11 STRUCTURE EXCAVATION | CU YD | 21.0000 | 200.160 | 4203.36 | 4204.2 |
| 027 | 11 STRUCT EXCAVATION BELOW ELEV SHOWN | CU YD | 30.0000 | 69.580 | 2087.40 | 2087.4 |
| 028 | 11 SPECIAL WALL BACKFILL | CU YD | 20.0000 | 176.500 | 3530.00 | 3530.0 |
| 029 | 11 STRUCTURAL CONCRETE CLASS 3300 | LUMP SUM | 32037.0000 | 100.000 | 32037.00 | 32037.0 |
| 030 | 11 REINFORCEMENT | LUMP SUM | 6910.0000 | 100.000 | 6910.00 | 6910.0 |
| 031 | 11 4' 55'/7'' PRESTRESSED SLABS | EACH | 5765.0000 | 7.000 | 40355.00 | 40355.0 |
| 032 | 11 T -TUBE STEEL PILING | LIN FT | 55.0000 | 134.000 | 7370.00 | 7370.0 |

A

| | | | |
|---|---|---|---|
| DATE<br>11 21 [illegible] C10099 | TOTAL CONTRACT ITEMS | | |
| | | | |
| | FORCE ACCOUNT | | |
| ENGINEER OR AUDITOR | | | |

**PAYMENT VOUCHER**

| | | |
|---|---|---|
| | C10099 | 7 |
| HIGHWAY | FEDERAL AID PROJECT NO. | |
| SECTION | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|---|
| GREEMENT ITEMS | | | | | | |
| BASE | TO | 8.7500 | 2,463.670 | 21557.11 | 21557.38 | .27- |
| CONCRETE | CU YD | 311.0400 | 19.810 | 6161.70 | 4929.98 | 1231.72 |
| REINFORCEMENT | LBS | .5315 | 1,520.900 | 808.36 | 1070.97 | 262.61- |
| REMOVAL | LUMP SUM | 304.0000 | 100.000 | 304.00 | 304.00 | |
| 02 C10099 | TOTAL CONTRACT ITEMS | | | 211700.09 | 210732.89 | 967.20 |
| | FORCE ACCOUNT | | | | | |

| e Code | | "P" Construction Cost | "N" Const Cost | Total Cost |
|---|---|---|---|---|
| 080 | Structure | $48,687.00 | 304.00 | |
| 080 | Roadwork | 162,709.09 | | |
| oTal | | 211396.09 | 304.00 | $211,700.09 |

## CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

| | | | |
|---|---|---|---|
| | C10099 | 7 | |
| HIGHWAY | | FEDERAL AID PROJECT NO. | |
| SECTION | | | |

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUN |
|---|---|---|---|---|---|---|
| | [illegible] GREEMENT ITEMS | | | | | |
| 3001 | 11 1½-0 AGG BASE | TO | 8.7500 | 2,463.670 | 21557.11 | 21557.3 |
| 3002 | 11 ADDITIONAL CONCRETE | CU YD | 311.0400 | 19.810 | 6161.70 | 4929.9 |
| 3002 | 11 ADDITIONAL REINFORCEMENT | LB | .5315 | 1,520.900 | 808.36 | 1070.9 |
| 3003 | 10 CONCRETE REMOVAL | LUMP SUM | 304.0000 | 100.000 | 304.00 | 304.0 |

| Type Code | | "P" Construction Cost | "N" Const Cost | Total Cost |
|---|---|---|---|---|
| X080 | Structure | $ 48,687.00 | 304.00 | |
| X080 | Roadwork | 162,709.09 | | |
| Total | | 211396.09 | 304.00 | $ 211,700.09 |

| | | | |
|---|---|---|---|
| DATE 11 21 [illegible] C10099 | TOTAL CONTRACT ITEMS | 211700.09 | 210732.8 |
| | | | |
| | FORCE ACCOUNT | | |
| ENGINEER OR AUDITOR | | | |

```
                         JOB COST SUMMARY RUN ON  12-04-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 11/27/87

                                              CREW   MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----          -------       ----------
C10099     000             001        3015                                    141.42
C10099     000             001        8011                                 20,047.00
OBJ-DETAIL 001                                                             20,188.42

C10099     000             030        8011                                     31.70
OBJ-DETAIL 030                                                                 31.70

C10099     000             032        8011                                    539.90
OBJ-DETAIL 032                                                                539.90

C10099     000             136        0500                                      7.12
OBJ-DETAIL 136                                                                  7.12

C10099     000             146        8011                                     77.06
OBJ-DETAIL 146                                                                 77.06

C10099     000             150        8011                                     60.01
OBJ-DETAIL 150                                                                 60.01

C10099     000             271        8011                                     42.96
OBJ-DETAIL 271                                                                 42.96

C10099     000             278        8011                                     37.57
OBJ-DETAIL 278                                                                 37.57

C10099     000             490        8011                                  2,075.00
OBJ-DETAIL 490                                                              2,075.00

C10099     000             504        7400                                      7.80
C10099     000             504        7460                                     19.80
OBJ-DETAIL 504                                                                 27.60

C10099     000             550        3000                                     20.00
C10099     000             550        8215                                     28.00
OBJ-DETAIL 550                                                                 48.00

C10099     000             555        0521                                     18.18
OBJ-DETAIL 555                                                                 18.18

C10099     000             598        0600
C10099     000             598        3015
C10099     000             598        7000
C10099     000             598        7460
C10099     000             598        8011

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                     JOB COST SUMMARY RUN ON  12-04-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 11/27/87

                                          CREW   MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--       ------ -------- ---------- ------ -----         -------       ----------
OBJ-DETAIL 598

ACTIVITY                                                                 23,153.52 SUBTOTAL

C10099   000    010      001        0813                                    237.32
C10099   000    010      001        0821                                     88.72
OBJ-DETAIL 001                                                              326.04

ACTIVITY   010                                                              326.04 SUBTOTAL

C10099   000    020      001        8011                                     79.89
OBJ-DETAIL 001                                                               79.89

ACTIVITY   020                                                               79.89 SUBTOTAL

C10099   000    900      001        3011                                    300.78
C10099   000    900      001        3015                                    656.25
C10099   000    900      001        8011                                  1,251.08
C10099   000    900      001        8051                                    106.07
OBJ-DETAIL 001                                                            2,314.18

C10099   000    900      106        8011                                     77.00
OBJ-DETAIL 106                                                               77.00

C10099   000    900      130        8011                                     32.75
OBJ-DETAIL 130                                                               32.75

C10099   000    900      134        3000                                     12.49
C10099   000    900      134        3100                                      5.34
OBJ-DETAIL 134                                                               17.83

C10099   000    900      136        3000                                      5.68
OBJ-DETAIL 136                                                                5.68

C10099   000    900      138        8011                                    100.00
OBJ-DETAIL 138                                                              100.00

C10099   000    900      470        8011                                    223.74
OBJ-DETAIL 470                                                              223.74

C10099   000    900      548        8011                                    224.80
OBJ-DETAIL 548                                                              224.80

C10099   000    900      550        3011                                     16.80

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  12-04-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/27/87

                                          CREW   MSA         CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--        ------ -------- ---------- ------ -----        -------       ----------
C10099    000    900      550        8011                                1,119.70
OBJ-DETAIL 550                                                           1,136.50

C10099    000    900      551        3015                                  224.00
OBJ-DETAIL 551                                                             224.00

C10099    000    900      598        0521
OBJ-DETAIL 598

ACTIVITY   900                                                           4,356.48 SUBTOTAL

C10099    000    901      001        7364                                  109.53
C10099    000    901      001        7460                                1,031.37
OBJ-DETAIL 001                                                           1,140.90

C10099    000    901      134        7400                                    9.09
OBJ-DETAIL 134                                                               9.09

C10099    000    901      267        7000                                   50.00
OBJ-DETAIL 267                                                              50.00

C10099    000    901      504        7400                                    5.00
OBJ-DETAIL 504                                                               5.00

ACTIVITY   901                                                           1,204.99 SUBTOTAL

C10099    000    905      001        7000                                    9.24
OBJ-DETAIL 001                                                               9.24

ACTIVITY   905                                                               9.24 SUBTOTAL

C10099    000    914      001        7700                                    5.24
OBJ-DETAIL 001                                                               5.24

ACTIVITY   914                                                               5.24 SUBTOTAL

C10099    000    920      001        0600                                   18.53
OBJ-DETAIL 001                                                              18.53

ACTIVITY   920                                                              18.53 SUBTOTAL

C10099    000    927      001        7460                                  100.96
OBJ-DETAIL 001                                                             100.96


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                      JOB COST SUMMARY RUN ON  12-04-87
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 11/27/87

                                         CREW   MSA        CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--       ------ -------- ---------- ------ -----        -------        ----------
ACTIVITY   927                                                           100.96 SUBTOTAL

C10099   000     940      001        8020                                565.68
C10099   000     940      001        8213                                551.67
C10099   000     940      001        8221                                 52.23
OBJ-DETAIL 001                                                         1,169.58

C10099   000     940      030        8020
C10099   000     940      030        8213                                 21.82
OBJ-DETAIL 030                                                            21.82

C10099   000     940      130        8213                                 49.64
OBJ-DETAIL 130                                                            49.64

C10099   000     940      548        8213                                 27.50
OBJ-DETAIL 548                                                            27.50

C10099   000     940      550        8213                                113.40
OBJ-DETAIL 550                                                           113.40

C10099   000     940      551        8011                              1,557.00
C10099   000     940      551        8213                                560.00
C10099   000     940      551        8215                                370.00
OBJ-DETAIL 551                                                         2,487.00

ACTIVITY   940                                                         3,868.94 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                               33,123.83

C10099   001              148        8011                                 20.99
OBJ-DETAIL 148                                                            20.99

C10099   001              151        8011                                 84.17
OBJ-DETAIL 151                                                            84.17

C10099   001              306        8022
OBJ-DETAIL 306

C10099   001              349        8011                                207.28
OBJ-DETAIL 349                                                           207.28

C10099   001              566        8011                                 10.00
OBJ-DETAIL 566                                                            10.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                            JOB COST SUMMARY RUN ON  12-04-87
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 11/27/87

                                            CREW   MSA           CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C10099    001             600        8011                                      76.00
OBJ-DETAIL 600                                                                 76.00

ACTIVITY                                                                      398.44 SUBTOTAL

C10099    001    900      148        8011                                      64.14
OBJ-DETAIL 148                                                                 64.14

C10099    001    900      151        8011                                      42.48
OBJ-DETAIL 151                                                                 42.48

C10099    001    900      456        8011                                      23.36
OBJ-DETAIL 456                                                                 23.36

ACTIVITY   900                                                                129.98 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                       528.42

C10099    010             148        8011                                       7.59
OBJ-DETAIL 148                                                                  7.59

C10099    010             199        8011                                        .42
OBJ-DETAIL 199                                                                   .42

C10099    010             300        8011                                     304.00
OBJ-DETAIL 300                                                                304.00

C10099    010             600        8011                                      20.00
OBJ-DETAIL 600                                                                 20.00

ACTIVITY                                                                      332.01 SUBTOTAL

C10099    010    900      470        8011                                     -23.36
OBJ-DETAIL 470                                                                -23.36

C10099    010    900      598        0521
OBJ-DETAIL 598

ACTIVITY   900                                                                -23.36 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                       308.65

C10099    011             199        8011                                      59.02

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                      JOB COST SUMMARY RUN ON  12-04-87
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 11/27/87

                                          CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 199                                                                 59.02

C10099   011                300        8011                                211,396.09
OBJ-DETAIL 300                                                             211,396.09

ACTIVITY                                                                   211,455.11 SUBTOTAL

C10099   011    900         598        0521
OBJ-DETAIL 598

ACTIVITY   900                                                                        SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                    211,455.11

EA         C10099 TOTAL                                                    245,416.01


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      1

                  JOB COST SUMMARY RUN ON  12-04-87
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 11/27/87

                                    CREW       CURRENT       BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER      MONTH          DATE
--       -------- ---------- ------      -------       ----------
C10099            001        3015                          141.42
C10099            001        8011                       20,047.00
C10099            030        8011                           31.70
C10099            032        8011                          539.90
C10099            136        0500                            7.12
C10099            146        8011                           77.06
C10099            148        8011                           28.58
C10099            150        8011                           60.01
C10099            151        8011                           84.17
C10099            199        8011                           59.44
C10099            271        8011                           42.96
C10099            278        8011                           37.57
C10099            300        8011                      211,700.09 contractor
C10099            306        8022
C10099            349        8011                          207.28 interest
C10099            490        8011                        2,075.00
C10099            504        7400                            7.80
C10099            504        7460                           19.80
C10099            550        3000                           20.00
C10099            550        8215                           28.00
C10099            555        0521                           18.18
C10099            566        8011                           10.00
C10099            598        0600
C10099            598        3015
C10099            598        7000
C10099            598        7460
C10099            598        8011
C10099            600        8011                           96.00
ACTIVITY                                                           235,339.08 SUBTOTAL

C10099   010      001        0813                          237.32
C10099   010      001        0821                           88.72
ACTIVITY   010                                                         326.04 SUBTOTAL

C10099   020      001        8011                           79.89
ACTIVITY   020                                                          79.89 SUBTOTAL

C10099   900      001        3011                          300.78
C10099   900      001        3015                          656.25
C10099   900      001        8011                        1,251.08
C10099   900      001        8051                          106.07
C10099   900      106        8011                           77.00
C10099   900      130        8011                           32.75
C10099   900      134        3000                           12.49

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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OMI

**Oregon Micro-Imaging, Inc.**

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

# END

# OF

# RETAKE

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                    JOB COST SUMMARY RUN ON  12-04-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 11/27/87

                                  CREW          CURRENT       BALANCE TO
EA        ACTIVITY OBJ-DETAIL  NUMBER         MONTH          DATE
--        -------- ---------- ------         -------       ----------
C10099    900      134         3100                               5.34
C10099    900      136         3000                               5.68
C10099    900      138         8011                             100.00
C10099    900      148         8011                              64.14
C10099    900      151         8011                              42.48
C10099    900      456         8011                              23.36
C10099    900      470         8011                             200.38
C10099    900      548         8011                             224.80
C10099    900      550         3011                              16.80
C10099    900      550         8011                           1,119.70
C10099    900      551         3015                             224.00
C10099    900      598         0521
ACTIVITY    900                                                          4,463.10 SUBTOTAL

C10099    901      001         7364                             109.53
C10099    901      001         7460                           1,031.37
C10099    901      134         7400                               9.09
C10099    901      267         7000                              50.00
C10099    901      504         7400                               5.00
ACTIVITY    901                                                          1,204.99 SUBTOTAL

C10099    905      001         7000                               9.24
ACTIVITY    905                                                              9.24 SUBTOTAL /

C10099    914      001         7700                               5.24
ACTIVITY    914                                                              5.24 SUBTOTAL /

C10099    920      001         0600                              18.53
ACTIVITY    920                                                             18.53 SUBTOTAL /

C10099    927      001         7460                             100.96
ACTIVITY    927                                                            100.96 SUBTOTAL /

C10099    940      001         8020                             565.68
C10099    940      001         8213                             551.67
C10099    940      001         8221                              52.23
C10099    940      030         8020
C10099    940      030         8213                              21.82
C10099    940      130         8213                              49.64
C10099    940      548         8213                              27.50
C10099    940      550         8213                             113.40
C10099    940      551         8011                           1,557.00
C10099    940      551         8213                             560.00
C10099    940      551         8215                             370.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                 JOB COST SUMMARY RUN ON  12-04-87
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 11/27/87

                               CREW         CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER          MONTH          DATE
--       -------- ---------- ------         -------      ----------
ACTIVITY   940                                                           3,868.94 SUBTOTAL

EA         C10099 TOTAL                                                245,416.01


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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11/08/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUN
PAYROLL CHARGES ARE LOADED

| EA | SUBJOB | ACTIVITY | OBJ-DETAIL | CREW NUMBER | MSA FIELD | C |
|---|---|---|---|---|---|---|
| C2061994 | 000 | | 001 | 7430 | | |
| C2061994 | 000 | | 001 | 7430 | | |
| C2061994 | 000 | | 001 | | | |
| C2061994 | 000 | | 501 | 7200 | | |
| C2061994 | 000 | | 501 | 7200 | | |
| C2061994 | 000 | | 501 | | | |
| C2061994 | 000 | | 504 | 7300 | | |
| C2061994 | 000 | | 504 | 7300 | | |
| C2061994 | 000 | | 504 | 7331 | | |
| C2061994 | 000 | | 504 | 7331 | | |
| C2061994 | 000 | | 504 | 7430 | | |
| C2061994 | 000 | | 504 | 7430 | | |
| C2061994 | 000 | | 504 | | | |
| C2061994 | 000 | | | | | |
| C2061994 | 000 | 903 | 001 | 7430 | | |
| C2061994 | 000 | 903 | 001 | 7430 | | |
| C2061994 | 000 | 903 | 001 | 7460 | | |
| C2061994 | 000 | 903 | 001 | 7460 | | |
| C2061994 | 000 | 903 | 001 | | | |
| C2061994 | 000 | 903 | | | | |
| C2061994 | 000 | 904 | 504 | 0100 | | |
| C2061994 | 000 | 904 | 504 | 0100 | | |
| C2061994 | 000 | 904 | 504 | | | |
| C2061994 | 000 | 904 | | | | |
| C2061994 | 000 | 905 | 001 | 7000 | | |
| C2061994 | 000 | 905 | 001 | 7000 | | |
| C2061994 | 000 | 905 | 001 | 7360 | | |
| C2061994 | 000 | 905 | 001 | 7360 | | |
| C2061994 | 000 | 905 | 001 | 7365 | | |
| C2061994 | 000 | 905 | 001 | 7365 | | |

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      JOB COST SUMMARY
 JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER                                         PAGE      49
   PAYROLL CHARGES ARE LOADED

        CREW         MSA                CURRENT                    CURRENT
IL     NUMBER       FIELD                MONTH                     BALANCE

        7430                                          .00                      137.10
        7430                                          .00                      137.10

                                                      .00                      137.10

        7200                                          .00                       97.00
        7200                                          .00                       97.00

                                                      .00                       97.00

        7300                                          .00                       26.61
        7300                                          .00                       26.61

        7331                                          .00                        3.60
        7331                                          .00                        3.60

        7430                                          .00                       31.20
        7430                                          .00                       31.20

                                                      .00                       61.41

                                                      .00                      295.51

        7430                                          .00                      481.20
        7430                                          .00                      481.20

        7460                                          .00                      158.80
        7460                                          .00                      158.80

                                                      .00                      640.00

                                                      .00                      640.00

        0100                                          .00                        3.60
        0100                                          .00                        3.60

                                                      .00                        3.60

                                                      .00                        3.60

        7000                                          .00                         .00
        7000                                          .00                         .00

        7360                                          .00                       49.89
        7360                                          .00                       49.89

        7365                                          .00                      101.32
        7365                                          .00                      101.32
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11/08/86
                                                             JOB COST SUMMARY
                                             E/ [illegible] JOB/ACTIVITY/OBJ-DETAIL CREW-NU
                                                        PAYROLL CHARGES ARE LOADED

                                                                CREW      MSA
          EA          SUBJOB     ACTIVITY     OBJ-DETAIL       NUMBER     FIELD

       C2061994        000         905           001

       C2061994        000         905           130           7300
       C2061994        000         905           130           7300

       C2061994        000         905           130

       C2061994        000         905           504           0100
       C2061994        000         905           504           0100

       C2061994        000         905           504

       C2061994        000         905

       C2061994        000         907           001           7331
       C2061994        000         907           001           7331

       C2061994        000         907           001           7611
       C2061994        000         907           001           7611

       C2061994        000         907           001

       C2061994        000         907

       C2061994        000         914           001           7700
       C2061994        000         914           001           7700

       C2061994        000         914           001

       C2061994        000         914

       C2061994        000         921           001           7200
       C2061994        000         921           001           7200

       C2061994        000         921           001

       C2061994        000         921           136           0500
       C2061994        000         921           136           0500

       C2061994        000         921           136

       C2061994        000         921           501           7200
       C2061994        000         921           501           7200

       C2061994        000         921           501

       C2061994        000         921           504           0100
       C2061994        000         921           504           0100
```

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

| CREW NUMBER | MSA FIELD | CURRENT MONTH | CURRENT BALANCE |
|---|---|---|---|
| | | .00 | 151.21 |
| 7300 | | .00 | 10.50 |
| 7300 | | .00 | 10.50 |
| | | .00 | 10.50 |
| 0100 | | .00 | 29.11 |
| 0100 | | .00 | 29.11 |
| | | .00 | 29.11 |
| | | .00 | 190.82 |
| 7331 | | .00 | 202.98 |
| 7331 | | .00 | 202.98 |
| 7611 | | .00 | 390.38 |
| 7611 | | .00 | 390.38 |
| | | .00 | 593.36 |
| | | .00 | 593.36 |
| 7700 | | .00 | .00 |
| 7700 | | .00 | .00 |
| | | .00 | .00 |
| | | .00 | .00 |
| 7200 | | .00 | 23.74 |
| 7200 | | .00 | 23.74 |
| | | .00 | 23.74 |
| 0500 | | .00 | 369.36 |
| 0500 | | .00 | 369.36 |
| | | .00 | 369.36 |
| 7200 | | .00 | 97.00 |
| 7200 | | .00 | 97.00 |
| | | .00 | 97.00 |
| 0100 | | .00 | 157.15 |
| 0100 | | .00 | 157.15 |

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11/08/86                                                  JOB COST SUMMARY
                                              EA/S  JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
                                                     PAYROLL CHARGES ARE LOADED


                                                        CREW       MSA                 CU
        EA        SUBJOB   ACTIVITY   OBJ-DETAIL       NUMBER     FIELD                M

     C2061994      000        921         504

     C2061994      000        921

     C2061994      000        923         001          7530
     C2061994      000        923         001          7530

     C2061994      000        923         001

     C2061994      000        923

     C2061994      000        927         504          0100
     C2061994      000        927         504          0100

     C2061994      000        927         504

     C2061994      000        927

     C2061994      000        929         001          7200
     C2061994      000        929         001          7200

     C2061994      000        929         001

     C2061994      000        929

     C2061994      000        937         504          0100
     C2061994      000        937         504          0100

     C2061994      000        937         504

     C2061994      000        937

     C2061994      000

     C2061994      011                    194          0100
     C2061994      011                    194          0100

     C2061994      011                    194

     C2061994      011                    199          0100
     C2061994      011                    199          0100

     C2061994      011                    199          0530
     C2061994      011                    199          0530

     C2061994      011                    199

     C2061994      011
```

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

| CREW NUMBER | MSA FIELD | CURRENT MONTH | CURRENT BALANCE |
|---|---|---|---|
| | | .00 | 157.15 |
| | | .00 | 647.25 |
| 7530 | | .00 | 39.12 |
| 7530 | | .00 | 39.12 |
| | | .00 | 39.12 |
| | | .00 | 39.12 |
| 0100 | | .00 | 26.40 |
| 0100 | | .00 | 26.40 |
| | | .00 | 26.40 |
| | | .00 | 26.40 |
| 7200 | | .00 | 47.48 |
| 7200 | | .00 | 47.48 |
| | | .00 | 47.48 |
| | | .00 | 47.48 |
| 0100 | | .00 | 4.80 |
| 0100 | | .00 | 4.80 |
| | | .00 | 4.80 |
| | | .00 | 4.80 |
| | | .00 | 2,488.34 |
| 0100 | | .00 | 10.37 |
| 0100 | | .00 | 10.37 |
| | | .00 | 10.37 |
| 0100 | | .00 | .00 |
| 0100 | | .00 | .00 |
| 0530 | | .00 | 4.78 |
| 0530 | | .00 | 4.78 |
| | | .00 | 4.78 |
| | | .00 | 15.15 |

```
11/08/86                                                 JOB COST SUMMARY
                                                E    BJOB/ACTIVITY/OBJ-DETAIL CREW-NU
                                                      PAYROLL CHARGES ARE LOADED

                                                          CREW          MSA              C
              EA        SUBJOB    ACTIVITY    OBJ-DETAIL   NUMBER        FIELD

           C2061994      011

           C2061994
```

```
      JOB COST SUMMARY
 JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
  PAYROLL CHARGES ARE LOADED

       CREW          MSA            CURRENT                   CURRENT
IL   NUMBER        FIELD            MONTH                     BALANCE

                                              .00                     15.15

                                              .00                  2.503.49
```

10,099

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>3-176 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | State<br>Oregon |
| PROJECT REPORT NUMBER | | County<br>Coos |
| MODIFICATION NUMBER<br>1 | 3-20-87 | Project Number<br>BROS-0600(7) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 3, 19 85, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 244,914 | $ 246,341 |
| Federal funds | $ 195,931 | $ 197,072 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of MAR, 19 '87.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

FUNDS AVAILABLE
su DATE MAR 19 1987

KC

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 11, 1987

FEDERAL AID PROJECT NO. BROS-0600(7)

MYRTLE CREEK (BRAIDEN) BRIDGE SECTION
COUNTY ROAD
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BR. #16763 (M.P. 5.26)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Structure Excav. Below Elev. Shown | $ 30.00 | 22 | $ 660.00 | 69.57 | $ 2,087.00 |
| | | | $ 660.00 | | $ 2,087.00 |

| | |
|---|---|
| Increase | $ 1,427.00 |
| Subtotal, including engineering, from estimate of August 21, 1985 | 244,914.00 |
| Total | $ 246,341.00 |

| | |
|---|---|
| Length of Project | 0.013 mi. |
| Federal Funds (80%) | $ 197,072.00 |
| State Funds | 24,634.00 |
| County Funds | 24,635.00 |
| Total | $ 246,341.00 |

Contract No. 10,099
Prefix: C10099
DDB:bkb

## STATE COPY

N

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>9-18 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>9-3-85 | STATE<br>Oregon<br>COUNTY<br>Coos<br>PROJECT NO.<br>BROS-0600(7) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. "Myrtle Creek (Brayden) Bridge"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-28-85 | 0.013 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 80%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 244,914.00 | FEDERAL FUNDS<br>$ 195,931.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Manager, Program Section
*(Title)*
XXX For: E.S. Hunter, P.E.
Acting State Highway Engineer
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator SEP 3 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 21, 1985

Federal Aid Project No. BROS-0600(7)

Myrtle Creek (Brayden) Bridge Section
County Road
Coos County

## PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Br. #16763 (M.P. 5.26)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 21,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 2,220.00 |
| Temporary Signs | Sq. Ft. | 216 | 11.00 | 2,376.00 |
| Temporary Barricades | Each | 4 | 85.00 | 340.00 |
| Temporary Concrete Barrier, Reflectorized | Lin. Ft. | 200 | 13.50 | 2,700.00 |
| Temporary Traffic Signal Installation | Lump Sum | All | Lump Sum | 16,537.00 |
| Temporary Bridge Rail | Lin. Ft. | 70 | 14.50 | 1,015.00 |
| Flaggers | Hour | 200 | 17.00 | 3,400.00 |

ROADWORK

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | Lump Sum | All | Lump Sum | 1,845.00 |
| Toe Trench Excavation | Cu. Yd. | 90 | 6.00 | 540.00 |
| Embankment in Place | Cu. Yd. | 2,171 | 4.20 | 9,118.20 |
| Finishing Roadbed and Slopes | Lump Sum | All | Lump Sum | 1,500.00 |
| Watering | M-Gal. | 70 | 14.00 | ~~21,600.00~~ 980.00 |
| 3/4"-0 Aggregate Base | Ton | 500 | 9.00 | 4,500.00 |
| 18-inch Culvert Pipe | Lin. Ft. | 40 | 18.00 | 720.00 |
| Guardrail, Type 2A | Lin. Ft. | 150 | 13.50 | 2,025.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | 23.00 | 2,300.00 |
| Guardrail Anchors, Type 1 | Each | 4 | 345.00 | 1,380.00 |
| Rail End Pieces, Type C | Each | 4 | 95.00 | 380.00 |
| Type 2 Fence | Lin. Ft. | 500 | 4.00 | 2,000.00 |
| Loose Riprap, Class 700 | Cu. Yd. | 165 | 16.00 | 2,640.00 |
| Filter Blanket | Cu. Yd. | 15 | 16.00 | 240.00 |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 10,500.00 |
| Shoring, Cribbing, Etc. | Lump Sum | All | Lump Sum | 6,000.00 |
| Aggregate Base | Ton | 2,400 | 9.00 | 21,600.00 |

| | | | | |
|---|---|---|---|---|
| Structure Excavation | Cu. Yd. | 220 | 21.00 | 4,620.00 |
| Structure Excavation Below Elevations Shown | Cu. Yd. | 22 | 30.00 | 660.00 |
| Special Wall Backfill | Cu. Yd. | 150 | 20.00 | 3,000.00 |
| Structureal Concrete, Class 3300 | Lump Sum | All | Lump Sum | 32,037.00 |
| Reinforcement (13,000 lbs.) | Lump Sum | All | Lump Sum | 6,910.00 |
| 4'x65'/70' Prestressed Slabs | Each | 7 | 5,765.00 | 40,355.00 |
| Two-Tube Steel Railing | Lin. Ft. | 134 | 55.00 | 7,370.00 |
| | | | | $ 212,808.20 |

Anticipated Items

| | | | |
|---|---|---|---|
| Roadside Seeding & Mulching | All Required | | $ 900.00 |
| Signal Testing & Turn-On | All Required | | 2,075.00 |
| | | | $ 2,975.00 |
| | | Subtotal | 215,783.20 |
| | | Engineering | 29,130.80 |
| | | Total | $ 244,914.00 |

| | |
|---|---|
| Length of Project | 0.013 mi. |

| | |
|---|---|
| Federal Funds (80%) | $ 195,931.00 |
| State Funds | 24,491.00 |
| County Funds | 24,492.00 |
| Total | $ 244,914.00 |

CPL:bkb

16 [illegible]

**STATE COPY**

U.S. Department of Transportation
**Federal Highway Administration**

jc cc: OSHD (Rulien)

## FINAL ACCEPTANCE REPORT

Contract #10099

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Coos | DIVISION<br>Oregon |
| DATE OF REPORT<br>FEB 2 '87 | REPORT MADE BY<br>C. O. Fredrickson, Construction Engineer | | PROJECT NO.<br>BROS-0600(7) |
| COMPLETION DATE (Actual)<br>6-20-86 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>10-24-86 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>140 CD |

LOCATION
Myrtle Cr. (Brayden) Bridge Section of Myrtle Creek Road 15 miles southeast of Myrtle Point.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

NOTED
E. SCHWART

RECEIVED
STATE HWY ENGR
FEB 6 '87
— REFER TO Fredrickson
FOR

| Info | Inves | R/D | D R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

2/10

1. Description of Improvement as Programed:
   - A. Construction of earthwork and roadway surfacing.
   - B. Construction of Bridge No. 16763 over Myrtle Creek. Length: 70 ft. Width: 28 ft.
   - C. Removal of the existing bridge over Myrtle Creek.
   - D. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Donald W. Thompson, Inc.
3. Contract Amount: $211,700.09
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Richard R. [illegible] | | SIGNATURE<br>[illegible] | |
| TITLE<br>Area Engineer | DATE<br>2/5/87 | TITLE<br>District Engineer B | DATE<br>2/5/87 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

[illegible]

November 4, 1986

CON 5 - #10,099

Industrial Indemnity Co.
of the Northwest
Bond Department
421 SW Sixth Avenue
Portland, OR 97204

On October 30, 1986, we wrote to you concerning release of final payment on Contract No. 10,099 awarded to Donald W. Thompson, Inc. for work on the Myrtle Creek (Brayden) Bridge Section of Myrtle Creek Road in Coos County.

Final payment on this contract is $4,467.20, and the total contract amount is $211,700.09. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Donald W. Thompson, Inc.
P.O. Box 866
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,099

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10099

TO: Commission Services

DATE: October 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

| | |
|---|---|
| Contract | 10099 , On Site Work Substantially Completed June 20, 1986 |
| All Work Completed | July 7, 1986 |
| Project | Myrtle Creek (Brayden) |
| Highway | Myrtle Creek Road |
| County | Coos |
| Type of Work | Grading, Surfacing and Structure |
| Contractor | Donald W. Thompson, Inc. |

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-30-86 - Surety letter written.

RECEIVED
OCT 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

**Appropriation:**

**The United States, Dr., TO** Treasurer of the State of Oregon

**Address** Capitol Building, Salem, OR 97310

| | |
|---|---|
| **STATE**<br>Oregon | **FEDERAL AID PROJECT NO.**<br>BROS-600(6) |
| **PROGRAM APPROVED** | **VOUCHER PERIOD**<br>From: 10/17/84 To: 7/01/85 |

**FINANCIAL DATA**

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| 27,501.35 | 27,484.78 | 80% | 21,987.82 | 21,987.82 | -0- |

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* ______________________ 10/14/86

Controller *Authorized Officer* *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $ ______________________

*Amount Approved* $ ______________________

*SIGN ORIGINAL COPY*

______________________
*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | MYRTLE CR. (BRAYDEN) BR. SECTION<br>COOS COUNTY ROAD | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | State | All Required | | | $27,484.78 | |
| | **TOTAL PARTICIPATING PRELIMINARY ENGINEERING** | | | | **$27,484.78** | |
| | Non Participating Project Cost | | | | | |
| | State (P.E.) | All Required | | | $ 16.57 | |
| | **TOTAL PROJECT COST** | | | | **$27,501.35** | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86. | | | | | |
| | **AMOUNT CARRIED FORWARD** | | | | | |

```
                 JOB COST SUMMARY RUN ON  08-19-87
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 08/09/87

                                  CREW       CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER      MONTH          DATE
--        -------- ---------- ------     -------      ----------
C2061994                          0100                  24,997.86 ***
C2061994            001           7430                     137.10
C2061994            194           0100                      10.37
C2061994            199           0100
C2061994            199           0530                       4.78
C2061994            501           7200                      97.00
C2061994            504           7300                      26.61
C2061994            504           7331                       3.60
C2061994            504           7430                      31.20      30.66
ACTIVITY                                                           25,308.52 SUBTOTAL

C2061994 903        001           7430                     481.20
C2061994 903        001           7460                     158.80
ACTIVITY   903                                                      640.00 SUBTOTAL  To 927

C2061994 904        504           0100                       3.60
ACTIVITY   904                                                        3.60 SUBTOTAL

C2061994 905        001           7000
C2061994 905        001           7360                      49.89
C2061994 905        001           7365                     101.32
C2061994 905        130           7300                      10.50
C2061994 905        504           0100                      29.11
ACTIVITY   905                                                      190.82 SUBTOTAL

C2061994 907        001           7331                     202.98
C2061994 907        001           7611                     390.38
ACTIVITY   907                                                      593.36 SUBTOTAL

C2061994 914        001           7700
ACTIVITY   914                                                             SUBTOTAL

C2061994 921        001           7200                      23.74
C2061994 921        136           0500                     369.36
C2061994 921        501           7200                      97.00
C2061994 921        504           0100                     157.15
ACTIVITY   921                                                      647.25 SUBTOTAL    To 929

C2061994 923        001           7530                      39.12
ACTIVITY   923                                                       39.12 SUBTOTAL

C2061994 927        504           0100                      26.40
ACTIVITY   927                                                       26.40 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                JOB COST SUMMARY RUN ON  08-19-87
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 08/09/87

                                   CREW        CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--        -------- ---------- ------       -------      ----------
C2061994 929       001        7200                            47.48
ACTIVITY   929                                                          47.48 SUBTOTAL

C2061994 937       504        0100                             4.80
ACTIVITY   937                                                           4.80 SUBTOTAL

EA        C2061994 TOTAL                                            27,501.35


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

| DESCRIPTION | | PREFIX | FUNCTION | SUB F. GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|
| EVANS CR BR #11C25 | CONT NO | | FA PROJ NOS BROS0600005 100 | | | | | STATE |
| | 206 | 1993 | 296 | 00 N 9 | 119.76CR | 6,667.84CR | 6,667.84CR | |
| | 206 | 1993 | 298 | 00 N 9 | 119.76 | 6,667.84 | 6,667.84 | |
| | 206 | 1993 | 901 | 00 P 1 | .15CR | 33.51 | 33.51 | |
| | 206 | 1993 | 904 | 00 P 1 | | 6,000.00 | 6,000.00 | |
| | 206 | 1993 | 906 | 00 P 1 | .17CR | 38.47 | 38.47 | |
| | 206 | 1993 | 910 | 00 P 1 | .92 | 106.95 | 106.95 | |
| | 206 | 1993 | 911 | 00 P 1 | .35CR | 76.68 | 76.68 | |
| | 206 | 1993 | 918 | 00 P 1 | | 5.91 | 5.91 | |
| | 206 | 1993 | 926 | 00 P 1 | 30.36 | 2,000.67 | 2,000.67 | |
| | 206 | 1993 | 927 | 00 P 1 | 10.80 | 10.80 | 10.80 | |
| | 206 | 1993 | 933 | 00 P 1 | .06CR | 13.71 | 13.71 | |
| | 206 | 1993 | 937 | 00 P 1 | .40CR | 89.05 | 89.05 | |
| | | | TOT | P1 | 40.95 | 8,375.75 | 8,375.75 | |
| | | | ** JOB TOTALS ** | | 40.95 ** | 8,375.75 ** | 8,375.75 ** | |
| MYRTLE CR(BRADEN)BR#11C44 | CONT NO | | FA PROJ NOS BROS0600006 100 | | | | | STATE |
| | ~~206~~ | ~~1994~~ | ~~296~~ | ~~00 N 9~~ | ~~3,880.83CR~~ | ~~17,348.05CR~~ | ~~17,348.05CR~~ | |
| | ~~206~~ | ~~1994~~ | ~~298~~ | ~~00 N 9~~ | ~~3,880.83~~ | ~~17,348.05~~ | ~~17,348.05~~ | 310.66 |
| | 206 | 1994 | 901 | 00 P 1 | 22.68 | 8,452.33 | 8,452.33 | |
| | 206 | 1994 | 905 | 00 P 1 | 102.01 | 4,256.33 | 4,256.33 | |
| | 206 | 1994 | 906 | 00 P 1 | .08CR | 18.21 | ~~18.21~~ | To 927 |
| | 206 | 1994 | 910 | 00 P 1 | .93CR | 426.82 | 426.82 | |
| | 206 | 1994 | 914 | 00 P 1 | 7.67 | 84.96 | 84.96 | |
| | 206 | 1994 | 918 | 00 P 1 | 1.50CR | 337.55 | 337.55 | |
| | 206 | 1994 | 920 | 00 P 1 | 87.90 | 219.10 | 219.10 | |
| | 206 | 1994 | 921 | 00 P 1 | 183.89 | 250.98 | ~~250~~.98 | To 927 |
| | 206 | 1994 | 922 | 00 P 1 | 10.65 | 53.09 | 53.09 | |
| | 206 | 1994 | 923 | 00 P 1 | 55.02 | 55.02 | 55.02 | |
| | 206 | 1994 | 926 | 00 P 1 | 26.59 | 2,641.97 | 2,641.97 | |
| | 206 | 1994 | 926 | 00 N 1 | | 16.57 | 16.57 | |
| | 206 | 1994 | 927 | 00 P 1 | 2,584.25 | 5,970.01 | 5,970.01 | |
| | 206 | 1994 | 929 | 00 P 1 | 88.24 | 267.14 | 267.14 | |
| | 206 | 1994 | 932 | 00 P 1 | 28.52 | 39.71 | 39.71 | |
| | 206 | 1994 | 933 | 00 P 1 | .72CR | 161.08 | 161.08 | |
| | 206 | 1994 | 937 | 00 P 1 | 102.04 | 1,746.99 | 1,746.99 | |
| | | | TOT | P1 | 3,296.23 | 24,981.29 | 24,981.29 | |
| | | | TOT | N1 | | 16.57 | 16.57 | |
| | | | ** JOB TOTALS ** | | 3,296.23 ** | 24,997.86 ** | 24,997.86 ** | |
| ANTELOPE CR CULVERT | CONT NO | | * FA PROJ NOS BROS0700003 100 | | | | | STATE |
| | 207 | 1930 | 296 | 00 N 9 | | 1,765.55CR | 9,915.85CR | |
| | 207 | 1930 | 297 | 00 N 9 | | 1,765.55 | 1,765.55 | |
| | 207 | 1930 | 298 | 00 N 9 | | | 8,150.30 | |
| | 207 | 1930 | 901 | 00 P 1 | | | 2,215.39 | |
| | 207 | 1930 | 905 | 00 P 1 | | | 2,962.80 | |

REPORT NO: FMDL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 117

| AGREEMENT EA/SUBJOB | TOTAL COSTS TO DATE | AMOUNT PREV CLAIMED | --PARTICIPATION-- AMOUNT | PERCENT | AGREEMENT AMOUNT | FEDERAL SHARE | -ADJUSTMENT- AMOUNT | CODE | VOUCHER AMOUNT |
|---|---|---|---|---|---|---|---|---|---|
| FEDERAL PROJECT: BROS-0600-001 | | | | | | | | | |
| F01553 | | | | | | | | | |
| AGREEMENT TOTALS | 103,919.45 | 74,320.00 | 96,770.76 | 80.00 | 74,320.00 | 77,416.61 | 3,096.61 | B | .00 |
| FED PROJ TOTALS | 103,919.45 | 74,320.00 | 96,770.76 | | 74,320.00 | 77,416.61 | 3,096.61 | B | .00 |
| FEDERAL PROJECT: BROS-0600-002 | | | | | | | | | |
| F01555 | | | | | | | | | |
| C2061982-000 | 13.50 | .01 | 13.50 | | | | | | |
| C2061982-001 | 38.43 | .00 | .00 | | | | | | |
| C2061982-010 | 122.92 | .00 | .00 | | | | | | |
| C2061982-011 | 12,370.69 | 9,907.34 | 12,370.69 | | | | | | |
| AGREEMENT TOTALS | 12,545.54 | 9,907.35 | 12,384.19 | 80.00 | 9,907.35 | 9,907.35 | .00 | | .00 |
| FED PROJ TOTALS | 12,545.54 | 9,907.35 | 12,384.19 | | 9,907.35 | 9,907.35 | .00 | | .00 |
| FEDERAL PROJECT: BROS-0600-006 | | | | | | | | | |
| F01560 | | | | | | | | | |
| C2061994-000 | 2,488.34 | 142.15 | 2,488.34 | | | | | | |
| C2061994-010 | 16.57 | .00 | .00 | | | | | | |
| C2061994-011 | 24,996.44 | 21,845.67 | 24,996.44 | | | | | | |
| AGREEMENT TOTALS | 27,501.35 | 21,987.82 | 27,484.78 | 80.00 | 21,987.82 | 21,987.82 | .00 | | .00 |
| FED PROJ TOTALS | 27,501.35 | 21,987.82 | 27,484.78 | | 21,987.82 | 21,987.82 | .00 | | .00 |
| FEDERAL PROJECT: BROS-0600-007 | | | | | | | | | |
| F03741 | | | | | | | | | |
| C10099 -000 | 32,988.80 | 35,023.54 | 32,988.80 | | | | | | |
| C10099 -001 | 297.78 | .00 | .00 | | | | | | |
| C10099 -010 | 332.01 | .00 | .00 | | | | | | |
| C10099 -011 | 210,487.91 | 159,757.83 | 210,487.91 | | | | | | |
| AGREEMENT TOTALS | 244,106.50 | 194,781.37 | 243,476.71 | 80.00 | 195,931.00 | 194,781.37 | .00 | | .00 |
| FED PROJ TOTALS | 244,106.50 | 194,781.37 | 243,476.71 | | 195,931.00 | 194,781.37 | .00 | | .00 |
| FEDERAL PROJECT: BROS-0600-008 | | | | | | | | | |
| F03685 | | | | | | | | | |

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION): MYRTLE CREEK (BRAYDEN) BR.

WEEK ENDING: JULY 05, 1986

CONTRACT NO: 10099

HIGHWAY: MYRTLE CREEK ROAD

COUNTY: COOS

F.A. PROJECT NO: BROS-0600(7)

CONTRACTOR: DONALD W. THOMPSON INC.

KIND OF WORK: STRUCTURE GRADING, AND PAVING

DATE OF AWARD: AUGUST 12, 1985

FIRST NOTIFICATION DATE: AUGUST 30, 1985

ESTIMATED DATE OF COMPLETION, OR: JUNE 20, 1986

SECOND NOTIFICATION DATE AND

ESTIMATED SEMIFINAL SUBMITTAL DATE: JULY 7, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 99 %

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 225,493.44

ESTIMATED PROJECT COST $ 222,800.00

ESTIMATED PERCENT OVERRUN/UNDERRUN 4.0%

ENGINEERING

AUTHORIZATION $ 19,420.49

COST THIS WEEK $ 451.90

TOTAL TO DATE $ 24,065.36

PERCENT OF AUTHORIZATION 123 %

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| A | 06/20/86 | 140 | 140 | 100 | YES |
|  | / / | 0 | 0 | 0 |  |
| 0 | / / | 0 | 0 | 0 | / |
| 0 | / / | 0 | 0 | 0 | / |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES |  |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 2,171 CY | 2,900 TN | 0 |  |  |  |
| EST. CORRECTED QUANTITIES | 2,171 CY | 2,900 TN | 0 TN |  |  |  |
| EST. PERFORMED TO DATE | 2,000 CY | 2,000 TN | 0 |  |  |  |
| PERCENT PERFORMED TO DATE | 92 | 68 | 0 | 0 99 | 0 |  |

ACTIVITIES THIS WEEK:

PROJECT COMPLETED.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Anticipate submitting Semi-final to Region 7-7-86.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
F. D. MORRISON

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,099

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 4, 1985

IN REPLY REFER TO
FILE NO. CON 5

#10,099

Donald W. Thompson, Inc.
P. O. Box 866
North Bend, OR 97459

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,099 for work on the Myrtle Creek (Brayden) Bridge Section of Myrtle Creek Road in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

alp
Enclosure

cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Frank Morrison

731-0146

DONALD W. THOMPSON INC.
General Contractors
1714 HAMILTON • P.O. BOX 866 • NORTH BEND, OR 97459 • 503 – 756-7511

July 26, 1985

Robert W. Gormsen
Commission Services
Dept. of Transportation
121 Transportation Building
Salem, OR 97310

RE: MYRTLE CREEK (BRAYDEN) BRIDGE SECTION

The following is a list of subcontractors and appropriate bid item information we plan to use on the above mentioned project to satisfy our 8% DBE participation and 1% WBE participation.

Subcontractor: PACIFIC NORTHWEST GUARDRAIL

| Description | Unit | Quantity | Subcontract Unit Price | Amount Total |
|---|---|---|---|---|
| BI#1 Mobilization | lump | all | $ | $ 1200.00 |
| BI#17 GR-Type 2A | l.f. | 150 | 13.50 | 2025.00 |
| BI#18 GR-Type 3 | l.f. | 100 | 23.00 | 2300.00 |
| BI#19 GR Anchors, Type 1 | each | 4 | 345.00 | 1380.00 |
| BI#20 Rail End Pcs., Type C | each | 4 | 95.00 | 380.00 |
| Total Subcontract PACIFIC N.W.= | | 3.42% | | $ 7285.00 |

Subcontractor: IMPERIAL FENCE COMPANY

| | | | | |
|---|---|---|---|---|
| BI#21 Type 2 Fence | l.f. | 500 | $ 4.00 | $ 2000.00 |
| BI#32 Two-Tube Steel Railing | l.f. | 134 | 55.00 | 7370.00 |
| Total Subcontract IMPERIAL FENCE= | | 4.40% | | $ 9370.00 |

Subcontractor: COASTA PACIFICA, INC.

| Description | Unit | Quantity | Subcontract Unit Price | Amount Total |
|---|---|---|---|---|
| BI#8 Flaggers | hour | 200 | $ 16.83 | $ 3366.00 |
| Total Subcontract COASTA PACIFICA= |  | 1.58% |  | $ 3366.00 |
| Total DBE% and Subcontracts |  | 9.40% |  | $20021.00 |

Subcontractor: SERVICE STEEL

| | | | | |
|---|---|---|---|---|
| BI#30 Reinforcement | l.s. | all | $2600.00 | $ 2600.00 |
| Total Subcontract SERVICE STEEL= |  | 1.22% |  | $ 2600.00 |
| Total WBE% and Subcontracts |  | 1.22% |  | $ 2600.00 |

We are hopeful this letter provides you with all the necessary DBE and WBE information.

Should you have any questions regarding any of the information as stated above, please feel free to contact our office at any time.

Respectfully,

DONALD W. THOMPSON, INC.

Daniel L Thompson
Daniel L. Thompson
Vice President

bth

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

dwt
DONALD W. THOMPSON INC.
General Contractors
1714 HAMILTON • P.O. BOX 866 • NORTH BEND, OR 97459 • 503 – 756-7511

July 29, 1985

Robert W. Gormsen
Commission Services
Dept. of Transportation
121 Transportation Building
Salem, OR 97310

RE: MYRTLE CREEK (BRAYDEN) BRIDGE SECTION

On July 26, 1985, we sent your office a list of subcontractors and appropriate bid item information for the above mentioned project to satisfy our 8% DBE and 1% WBE participation.

We make one contract amendment as follows:

Subcontractor: COASTA PACIFICA, INC.

| Description | Unit | Quantity | Subcontract Unit Price | Amount Total |
|---|---|---|---|---|
| BI#8 Flaggers | hour | 200 | $ 17.00 | $3400.00 |
| Total Subcontract COASTA PACIFICA= | | | 1.59% | $3400.00 |
| Total DBE% and Subcontracts | | | 9.41% | $20055.00 |

This change was necessary due to make allowance for travel pay for union flaggers.

Should you have any questions regarding any of the information as stated above, please feel free to contact our office at any time.

Respectfully,

DONALD W. THOMPSON, INC.

Daniel L Thompson

Daniel L. Thompson
Vice President

bth

RECEIVED
JUL 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

**DONALD W. THOMPSON INC.**
General Contractors
1714 HAMILTON • P.O. BOX 866 • NORTH BEND, OR 97459 • 503 – 756-7511

July 30, 1985

Robert W. Gormsen
Commission Services
Dept. of Transportation
121 Transportation Building
Salem, OR 97310

RE: MYRTLE CREEK (BRAYDEN) BRIDGE SECTION

The following is a revised list of subcontractors and appropriate bid item information we plan to use on the above mentioned project to satisfy our 8% DBE and 1% WBE participation.

Subcontractor: PACIFIC NORTHWEST GUARDRAIL

| Description | Unit | Quantity | Subcontract Unit Price | Amount Total |
|---|---|---|---|---|
| BI#1 Mobilization | lump | all | $ | $ 1200.00 |
| BI#17 GR-Type 2A | l.f. | 150 | 13.50 | 2025.00 |
| BI#18 GR-Type 3 | l.f. | 100 | 23.00 | 2300.00 |
| BI#19 GR Anchors, Type 1 | each | 4 | 345.00 | 1380.00 |
| BI#20 Rail End Pcs., Type C | each | 4 | 95.00 | 380.00 |
| Total Subcontract= |  | 3.42% |  | $ 7285.00 |

Subcontractor: IMPERIAL FENCE COMPANY

| | | | | |
|---|---|---|---|---|
| BI#21 Type 2 Fence | l.f. | 500 | $ 4.00 | $ 2000.00 |
| BI#32 Two Tube Steel Rail | l.f. | 134 | 55.00 | 7370.00 |
| Subtotal Subcontract |  |  |  | $ 9370.00 |

Imperial Fence is 50% DBE and 50% WBE -
9370.00 ÷ 2 = 4685.00

| | | | | |
|---|---|---|---|---|
| Total Subcontract= |  | 2.2% |  | $ 4685.00 |

Subcontractor: COASTA PACIFICA, INC.

| Description | Unit | Quantity | Subcontract Unit Price | Amount Total |
|---|---|---|---|---|
| BI#3 Temporary Signs | sq.ft. | 216 | $ 11.00 | $ 2376.00 |
| BI#8 Flaggers | hour | 200 | 17.00 | 3400.00 |
| Total Subcontract= |  | 2.71% |  | $ 5776.00 |
| Total DBE% and Subcontracts |  | 8.33% |  | $17746.00 |

Subcontractor: SERVICE STEEL

|  |  |  |  |  |
|---|---|---|---|---|
| BI#30 Reinforcement | l.s. | all | $2600.00 | $ 2600.00 |
| Total Subcontract= |  | 1.22% |  | $ 2600.00 |

Subcontractor: IMPERIAL FENCE

|  |  |  |  |  |
|---|---|---|---|---|
| BI#21 Type 2 Fence | l.f. | 500 | $ 4.00 | $ 2000.00 |
| BI#32 Two Tube Steel Rail | l.f. | 134 | 55.00 | 7370.00 |
| Subtotal Subcontract |  |  |  | $ 9370.00 |

Imperial Fence is 50% DBE and 50% WBE -
9370.00 ÷ 2 = 4685.00

|  |  |  |
|---|---|---|
| Total Subcontract= | 2.2% | $ 4685.00 |
| Total WBE% and Subcontracts | 3.42% | $ 7200.00 |

Should you have any questions regarding any of the information as stated above, please feel free to contact our office at any time.

Respectfully,

DONALD W. THOMPSON, INC.

Daniel L Thompson
Daniel L. Thompson
Vice President

bth

RECEIVED
JUL 31 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

July 30, 1985

PRO

Coos County Board
of Commissioners
Courthouse
Coquille, OR 97423

Attn: Mr. Bud Perkins

Subject: Myrtle Creek (Brayden) Bridge
Project No. BROS-0600(7)
Coos County

On July 25, 1985 the State Highway Division received a satisfactory bid from Donald W. Thompson, P.O. Box 866, North Bend, Oregon 97459, on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8278 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction costs as computed below:

| | | |
|---|---|---|
| Contractor's Bid | | $212,808.20 |
| Anticipated Items | | 2,975.00 |
| Subtotal | | $215,783.20 |
| Contingencies (4-1/2%) | | 9,710.24 |
| Engineering (9%) | | 19,420.49 |
| Total Construction Cost | | $244,913.93 |
| Less Federal Funds (80%) | | (195,931.14) |
| Less 1/2 Balance State Share | | (24,491.40) |
| Plus Estimated P.E. Cost | | 18,000.00 |
| Less Federal Funds (80%) | | (14,400.00) |
| Counties Advance Deposists | | |
| P.E. | $ 4,000.00 | |
| Const. (65%) | 14,100.00 | (18,100.00) |
| County's Remaining Balance Due | | $ 9,991.39 |
| COUNTY'S ADVANCE DEPOSIT ROUNDED | | $ 10,000.00 |

Received 8-14-85
ck
MKS

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $10,000 by August 16, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bc: w/AD #85-89 Jack Ayres, Region3
Vern Skoog - Please return completed AD #85-89 when advance deposit is received.

15,077

J

July 9, 1985

PRO

Coos County Board
of Commissioners
Courthouse
Coquille, OR 97423

Attn: Bud Perkins
County Roadmaster

SUBJECT: Myrtle Cr. (Brayden) Br.
Project No. BROS-0600(7)
Coos County

Dear Mr. Perkins:

On July 25, 1986 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per Agreement No. 8278 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

| | |
|---|---|
| Estimated Construction Cost | $ 216,200 |
| Less Federal Funds (80%) | (172,960) |
| Less State Funds 1/2 Balance | ( 21,620) |
| County's Cost | $ 21,620 |
| 65% of County's Share and Advance Deposit | $ 14,100 |

We will award the contract when we receive your advance deposit in the amount of $14,100 and DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

CK
RECEIVED
8-12-85
MKS

Gary A. Potter, Manager
Program Section

GAP:MKS:jc
Attachment

bcc: W/AD #85-83: Jack Ayres, Region 3
Vern Skoog - Please return completed AD #85-83 when advance deposit is received.

jc 10,077

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0600(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Coos
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 50052
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO Potter
FOR
Info | R/D | Sign | Act | File

orig to 7/5

7. DATE AUTHORIZATION EFFECTIVE June 28, 1985
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION:
Myrtle Creek (Braydon) Br #11C44-000-00570
11. GENERAL DESCRIPTION OF WORK
Advertise for Bids
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-27-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $215,000; Federal Funds $172,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-28-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6-28-85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

J

Section Myrtle Creek (Brayden) Bridge
Programming Estimate $ 210,000

Highway Myrtle Creek Road
Project Length 0.19 mi

County Coos
Completion Time 140 CD

Kind of Work Grading, Paving & Structure
Est. Comp. Date 12/31/85

Prefix 206-1994-921/929
Letting Date July 25, 1985
Project No. BROS-0600(7)

Received 2116
6-27-85
C.L.

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~188,650 00~~ ~~186,080 00~~ 209,180 00 ~~189,616 00~~

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment. | |
| Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | |
| Permanent Pavement Striping | |
| Temporary Pavement Striping | |
| Remove Pavement Striping (Exist. & Temp.) | |
| Temporary Erosion Control | |
| State Furnished ______ | |
| Roadside Seeding & Mulching | 900 |
| Asphalt Cement Adjustment | |
| On the Job Trainees ($0.80 x ____ hrs.) | |
| State Responsibility for Damages | |
| Signal ~~Controller~~ Testing and Turn-on | 2075 |
| "OPTICOM" Testing | |
| Bikeway Signs | |
| Bikeway Striping & Legend | |
| | |
| | |
| | |
| | |
| | |
| Adjust Utilities: | |
| | |
| | |

$ 2,975 00 ~~900 00~~

| | |
|---|---|
| Subtotal | $ 207,155.00<br>~~190,516.80~~<br>~~189,530.80~~<br>~~186,980.80~~ |
| Contingencies (4-1/2%) | 9,321.98 |
| Engineering (~~6~~, 9, ~~10%~~) | 18,643.95 |
| Subtotal | $ 235,120.93 |
| Credit for ______ | |
| Estimated Net Authorization, Construction | $ ~~212,223.21~~ |
| Rev. 6-5-85 | ~~215,117.96~~ |
| Rev 6-18-85 | ~~216,236.57~~ |
| Rev 6-26-85 | 235,120.93 |

APPROVED

Duane A. Christensen
Road Design Engineer

Rev. 11/81

# SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

| | | | | |
|---|---|---|---|---|
| SECTION<br>Myrtle Creek (Braydon) Bridge Sec. | | COUNTY<br>Coos | | SHEET 1 OF 2 |
| KIND OF WORK<br>Grading, Paving & Structure | KEY NUMBER | LENGTH | DATE | NAME<br>BLACHLY |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | COST ANALYSIS UNIT. 5-7-85 $^{BD}$ | | | | | |
| | ~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~ | | | | | |
| | BID LETTING 6-27-85 | | | | | |
| | Mobilization | | LUMP SUM | All | LUMP SUM | 15,000 |
| | Temporary Protection and Direction of Traffic | | LUMP SUM | All | LUMP SUM | 2,600 |
| | Temporary Signs | | Sq Ft | 216<br>~~208~~ | $8^{00}$ | 1,728<br>~~1,664~~ |
| | Temporary Barricades | | Each | 4 | $70^{00}$ | 280 |
| | Temporary Concrete Barrier, Reflectorized | | Lin Ft | 200 | $16^{00}$ | 3,200 |
| | Temporary Traffic Signal Installation | | Lump Sum | All | Lump Sum | 14,500 |
| | Temporary Bridge Rail | | Lin Ft | -70 | $10^{00}$ | -700 |
| | Flaggers | | Hour | 200 | $15^{00}$ | 3,000 |
| | ROADWORK | | | | | |
| | Clearing and Grubbing | | LUMP SUM | All | LUMP SUM | 2,000 |
| | Toe Trench Excavation | | cu Yd | 90<br>~~60~~ | 10 | 900<br>~~600~~ |
| | Embankment in Place | | cu Yd | 2171 | 8 | 17,368 |
| | Finishing Roadbed and Slopes | | LUMP SUM | All | LUMP SUM | 1,000 |
| | Watering | | M-Gal | 70 | 10 | 700 |
| | Aggregate Base | | Ton | 2400 | 11 | 26,400 |
| | 3/4"-0 Aggregate Base | | Ton | 500 | 13 | 6,500 |
| | ~~Class "C" Asphalt Concrete~~ | | ~~Ton~~ | ~~140~~ | ~~50~~ | ~~7,000~~ |
| | | | | | | |
| | 18-inch Culvert Pipe | | | 40 | 25 | 1,000 |
| | | | | | | |
| | Guard Rail, Type 2A | | Lin Ft | 150 | 15 | 2,250 |
| | Guard Rail, Type 3 | | Lin Ft | 100 | 30 | 3,000 |

# SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

| | | | |
|---|---|---|---|
| SECTION<br>Myrtle Creek (Braydon) Bridge | COUNTY | SHEET 2 | OF 2 |
| KIND OF WORK | KEY NUMBER | LENGTH | DATE |
| NAME<br>BLACHLY | | | |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | | | | | | |
| | Guard Rail Anchors, Type 1 | | Each | 4 | 350 | 1400 |
| | Rail End Pieces, Type C | | Each | 4 | 100 | 400 |
| | Type 2 Fence | | Lin Ft | 500 | 5 | 2 500 |
| | Loose Riprap, Class 700 | | Cu Yd | 165<br>~~90~~ | 30 | 4 950<br>~~2 700~~ |
| | Filter Blanket | | Cu Yd | 15 | 15 | 225 |
| | ~~EXTRA for Asphalt Approaches~~ | | ~~EACH~~ | ~~5~~ | ~~175~~ | ~~875~~ |
| | | | | | | |
| | | | | | | |
| | STRUCTURE | | | | | |
| | Bridge Removal Work | | LUMP SUM | All | LUMP SUM | 10,000 |
| | Shoring, Cribbing, Etc. | | LUMP SUM | All | LUMP SUM | 7,000 |
| | Structure Excavation | | Cu Yd | ~~195~~<br>220 | 11<br>~~10~~ | ~~2145~~<br>2420 |
| | Structure Excavation Below Elevations Shown | | Cu Yd | ~~20~~<br>22 | 11<br>~~10~~ | 242<br>~~220~~ |
| | ~~Special Footing Backfill~~ | | ~~Cu Yd~~ | ~~108~~ | ~~16~~ | ~~1728~~<br>~~1,730~~ |
| | Special Wall Backfill | | Cu Yd | 150<br>~~126~~ | 13<br>~~15~~ | 1,950<br>~~1,890~~ |
| | Structural Concrete, Class 3300 103 ~~77~~ CY @ 225/cy | | LUMP SUM | All | LUMP SUM | ~~22,950~~<br>23,175 |
| | Reinforcement 13,000 ~~12,440~~ ~~4300~~ @ .42 | | LUMP SUM | All | LUMP SUM | ~~5,224.80~~<br>5,460 |
| | 4'×65'/70' Prestressed Slabs 4'×70'×$19/sf + ~~[illegible]~~ | | Each | 7 | 5320.00<br>~~6300~~ | 37,240<br>~~44,100~~ |
| | Two-Tube Steel Railing | | Lin Ft | 134<br>~~128~~ | 38 | 5,092<br>~~4,864~~ |
| | | | | | | ~~204,180.00~~ |
| | | | | | | ~~186,080.00~~ |
| | | | | | | ~~196,323~~ |
| | | | | | | ~~188,630.00~~ |

734-1736 (REV. 2-84)

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2006

County Coos

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-0600(6) Prefix 206-1994

Project Name Myrtle Creek (Braydon) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coquille, Oregon, this 26th day of June, 1985

County of Coos

County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor

Date 6/27/85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

Section Myrtle Creek (Brayden) Bridge Programming Estimate $ 210,000
Highway Myrtle Creek Road Project Length 0.19 mi
County Coos Completion Time 140 CD
Kind of Work Grading, Paving & Structure Est. Comp. Date 12/31/85
Prefix 206-1994-921/929 Letting Date July 25, 1985 Project No. BROS-0600(7)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~188,650$^{80}$~~ ~~186,080$^{80}$~~ 189,616$^{80}$

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment. . . . . . . . . . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . . . . . . . | | |
| Permanent Pavement Striping. . . . . . . . . . . . | | |
| Temporary Pavement Striping. . . . . . . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . . | | |
| Temporary Erosion Control . . . . . . . . . . . . | | |
| State Furnished ______ . . . . . . | | |
| Roadside Seeding & Mulching . . . . . . . . . . . | 900 | $ 900$^{00}$ |
| Asphalt Cement Adjustment . . . . . . . . . . . . | | |
| On the Job Trainees ($0.80 x ____ hrs.) . . . . | | |
| State Responsibility for Damages . . . . . . . . . | | |
| Signal Controller Testing . . . . . . . . . . . . | | |
| "OPTICOM" Testing . . . . . . . . . . . . . . . . | | |
| Bikeway Signs . . . . . . . . . . . . . . . . . . | | |
| Bikeway Striping & Legend . . . . . . . . . . . . | | |
| ______ . . . . . . . . . . | | |
| ______ . . . . . . . . . . | | |
| ______ . . . . . . . . . . | | |
| ______ . . . . . . . . . . | | |
| ______ . . . . . . . . . . | | |
| Adjust Utilities: | | |
| ______ . . . . . . . . . . | | |
| ______ . . . . . . . . . . | | |

| | |
|---|---|
| Subtotal | $ 190,516.80<br>~~189,530.80~~<br>~~186,980.80~~ |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . . | 8,573.26 |
| Engineering ~~(6~~, 9, ~~12%)~~ . . . . . . . . . . . . . . . . . . . | 17,146.51 |
| Subtotal | $ 216,236.57 |
| Credit for ______ . . . . . . . . . | |
| Estimated Net Authorization, Construction . . . . . . . . . . . . . | $ ~~212,223.21~~ |
| Rev. 6-5-85 | ~~215,117.96~~ |
| Rev 6-18-85 | 216,236.57 |

APPROVED

6/19/85
11:45

Road Design Engineer

Rev. 11/81

# SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

| | | | | |
|---|---|---|---|---|
| SECTION<br>Myrtle Creek (Braydon) Bridge Sec. | | COUNTY<br>Coos | | SHEET 1 OF 2 |
| KIND OF WORK<br>Grading, Paving & Structure | KEY NUMBER | LENGTH | DATE | NAME<br>BLACHLY |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | COST ANALYSIS UNIT. 5-7-85 800 | | | | | |
| | THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 6-27-85 | | | | | |
| | Mobilization | | LUMP SUM | All | LUMP SUM | 15,000 |
| | Temporary Protection and Direction of Traffic | | LUMP SUM | All | LUMP SUM | 2,600 |
| | Temporary Signs | | Sq Ft | 208 | $8^{00}$ | 1,664 |
| | Temporary Barricades | | Each | 4 | $70^{00}$ | 280 |
| | Temporary Concrete Barrier, Reflectorized | | Lin Ft | 200 | $16^{00}$ | 3,200 |
| | Temporary Bridge Rail | | Lin Ft | ~~150~~ 70 | $10^{00}$ | ~~1,500~~ 700 |
| | Flaggers | | Hour | 200 | $15^{00}$ | 3,000 |
| | ROADWORK | | | | | |
| | Clearing and Grubbing | | LUMP SUM | All | LUMP SUM | 2,000 |
| | Toe Trench Excavation | | cu Yd | ~~60~~ 90 | 10 | ~~600~~ 900 |
| | Embankment in Place | | cu Yd | 2171 | 8 | 17,368 |
| 2 | Finishing Roadbed and Slopes | | LUMP SUM | All | LUMP SUM | 1,000 |
| 2 | Watering | | M-Gal | 70 | 10 | 700 |
| | Aggregate Base | | Ton | 2400 | 11 | 26,400 |
| | 3/4"-0 Aggregate Base | | Ton | 500 | 13 | 6,500 |
| | ~~Class "C" Asphalt Concrete~~ | | ~~Ton~~ | ~~140~~ | ~~50~~ | ~~7,000~~ |
| | | | | | | |
| | 18-inch Culvert Pipe | | | 40 | 25 | 1,000 |
| | | | | | | |
| 9 | Guard Rail, Type 2A | | Lin Ft | 150 | 15 | 2,250 |
| 9 | Guard Rail, Type 3 | | Lin Ft | 100 | 30 | 3,000 |

# SUMMARY--BID SCHEDULE--COST ESTIMATE

## OREGON STATE HIGHWAY DIVISION

| | | | | | |
|---|---|---|---|---|---|
| SECTION Myrtle Creek (Braydon) Bridge | | COUNTY | | SHEET 2 | OF 2 |
| KIND OF WORK | KEY NUMBER | LENGTH | DATE | NAME BLACHLY | |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | | | | | | |
| | Guard Rail Anchors, Type 1 | | Each | 4 | 350 | 1 400 |
| | Rail End Pieces, Type C | | Each | 4 | 100 | 400 |
| | Type 2 Fence | | Lin Ft | 500 | 5 | 2 500 |
| | Loose Riprap, Class 700 | | Cu Yd | 165<br>~~90~~ | 30 | 4 950<br>~~2 700~~ |
| | Filter Blanket | | Cu Yd | 15 | 15 | 225 |
| | ~~EXTRA For Asphalt Approaches~~ | | ~~EACH~~ | ~~5~~ | ~~175~~ | ~~875~~ |
| | | | | | | |
| | | | | | | |
| | STRUCTURE | | | | | |
| | Bridge Removal Work | | LUMP SUM | All | LUMP SUM | 10,000 |
| | Shoring, Cribbing, Etc. | | LUMP SUM | All | LUMP SUM | 7,000 |
| | Structure Excavation | | Cu Yd | ~~195~~<br>220 | 11<br>~~10~~ | ~~2145~~<br>2420 |
| | Structure Excavation Below Elevations Shown | | Cu Yd | ~~20~~<br>22 | 11<br>~~10~~ | 242<br>~~220~~ |
| | ~~Special Footing Backfill~~ | | ~~Cu Yd~~ | ~~108~~ | ~~16~~ | ~~1728~~<br>~~1,730~~ |
| | Special Wall Backfill | | Cu Yd | 150<br>~~126~~ | 13<br>~~15~~ | 1,950<br>~~1,890~~ |
| | Structural Concrete, Class 3300 103 ~~77~~ CY @ $225/cy | | LUMP SUM | All | LUMP SUM | ~~22,950~~<br>23,175 |
| | Reinforcement 13,000 ~~12,440~~ ~~9200~~ @ .42<br>4'×70'× #19/ft² + ~~[illegible]~~ | | LUMP SUM | All | LUMP SUM | ~~5,224 80~~<br>5,460 00 |
| | 4'×65/70' Prestressed Slabs | | Each | 7 | 5320 00<br>~~6300~~ | 37,240<br>~~44,100~~ |
| | Two-Tube steel Railing | | Lin Ft | 134<br>~~128~~ | 38 | 5,092<br>~~4,864~~ |
| | | | | | | |
| | | | | | | ~~186,080 80~~<br>~~196,323~~ |
| | | | | | | ~~188,630 80~~ |

199.616 80

734-1736 (REV. 2-84)

[illegible]

[illegible]

# OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

## STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: MYRTLE CREEK BRIDGE REPLACEMENT

PROJECT NUMBER: OR850425-062-2

DATE: June 7, 1985

The State Clearinghouse has received additional comments from DEPARTMENT OF FISH AND WILDLIFE subsequent to our conclusion letter of JUNE 4, 1985.

Please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

( X ) Please consider this letter and enclosure(s) an addendum to our previous letter.

( X) The Clearinghouse is forwarding a copy of this letter and enclosure to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

IPR #10

JUN 07 1985

## OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Coos County

Phone (503) 378-3732 or Toll Free in Oregon 1-800-422-3600

---

## STATE AGENCY REVIEW

Project Number OR [illegible] 2 Return Date [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs.

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if necessary.)

--------------------

REMARKS (Please type or print legibly)

see att. comments

Agency Fish & Wildlife By Tony Faast

IPR #2 Phone Number 229-5679

JUL 17 1985

ODFW COMMENTS
OR 850425-062-2

The Oregon Department of Fish and Wildlife has no objection to the Myrtle Creek Bridge Project in Coos County providing the following conditions are observed during construction:

1. Work confined to low flow period.
2. Adequate measures are taken to minimize turbidities which could arise during construction.
3. No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).
4. Soils disturbed by the project are stabilized and revegetated.
5. All project debris is removed from the stream.
6. Please coordinate the planning and implementation with our District Fish Biologist:

Bill Mullarkey
ODFW
Bay Park, 300 5th Street
Coos Bay, OR 97420
#888-5515

15,037

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 6, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50052
Project No. BROS-0600(7)
Myrtle Creek (Brayden) Bridge Sec.
County Road
Coos County

It is the Oregon State Highway Division's present intention to receive bids for this project on July 25, 1985.

DRH:bkb
Attachments
cc: James J. Gix, Region 3
Michael Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

June 6, 1985

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| OJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 3.25 mi. S. of Bridge | ADT | PRESENT<br>6 DHV<br>50 | FUTURE<br>---- | YEAR<br>---- | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>117 | ITEM NO.<br>50052 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| D WORK (35 typewriter<br>(1) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>BROS- | NUMBER<br>0600 | SEQ. NO.<br>(7) | I. Projects Only<br>POST MI. | DESIG. |

e Replacement (Mandatory 15% off-system)

----

| | | | | |
|---|---|---|---|---|
| COUNTY NAME<br>Coos | | | CODE<br>011 | PROGRAM STAGE<br>☐ 1 OR ☐ 2 |
| ROUTE NO. Z | FEDERAL-AID<br>Non UL | STATE<br>Co. Rd. | U.S.<br>---- | |

| WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS (County) | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | | | | | | |
| OW | | | | | | | | |
| ONST<br>CODE)<br>080 | (09) | "Myrtle Creek (Brayden) Bridge Sec." | 0.013 | 215,000 | 172,000 | | 43,000 | |
| | DRH | PROJECT TOTALS | 0.013 | 215,000 | 172,000 | | 43,000 | |

ROVAL DATES

10-1-84

REMARKS
Additional Data: Item No. 50052; Project No. BROS-0600(6).

ey #02600

-over

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

June 6, 1985

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 3.25 mi. S. of Bridge | ADT | PRESENT<br>6 DHV<br>50 | FUTURE<br>---- | YEAR<br>---- | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Structure (1) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>BROS- | NUMBER<br>0600 |

| | | | | | |
|---|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Bridge Replacement (Mandatory 15% off-system) | COUNTY NAME<br>Coos | | | |
| | NAME OF URBAN AREA<br>---- | ROUTE NO. Z | FEDERAL-AID<br>Non UL | STATE<br>Co. Rd. | U.S.<br>--- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS (County) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>X080 | (09) | "Myrtle Creek (Brayden) Bridge Sec." | 0.013 | 215,000 | 172,000 | | 43,000 |
| CARD 1 | CODE 1 | PREPARED BY DRH | | | | | PROJECT TOTALS | 0.013 | 215,000 | 172,000 | | 43,000 |

| | | | |
|---|---|---|---|
| 1 | 14 | PROGRAM APPROVAL DATES<br>10-1-84 | REMARKS<br>Additional Data: Item No. 500<br>No. BROS-060 |

Key #02600

## Myrtle Creek (Brayden) Bridge Sec.

Remarks Continued:

Project Data: Work under this project consists of: 1) construct one reinforced concrete prestress slab span bridge (No. 16763) length 70 ft. with roadway width of 27 ft. 2 in. on improved alignment; 2) construct approaches requiring grade, drain and H-T pave to provide two 10 ft. travel lanes with 4 ft. shoulders at bridge ends tapering to existing gravel roadbed; 3) adjust utilities as required; and 4) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County agreement No. 8278 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-24-84.

Note:
1) This project is in Congressional District No. 4.
2) Included in FY '85 Status Report.
3) Included in the annual update of Highway Bridge Replacement Inventory (Br. No. 11C44-000-00570) list with sufficiency rating 2.0.

10,099

# OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

## CONCLUSIONS

APPLICANT: ODOT

PROJECT TITLE: MYRTLE CREEK BRIDGE REPLACEMENT

DATE: June 4, 1985

The State of Oregon (and local clearinghouses if listed) has reviewed your project and reached the following conclusions:

COOS-CURRY COUNCIL OF GOVERNMENTS

☐ No significant conflict with the plans, policies or programs of state or local government have been identified.

☒ Relevant comments of state agencies and/or local governments are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state and/or local government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

---

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG #________________

NOTICE TO FEDERAL AGENCY

THE FOLLOWING IS THE OFFICIALLY ASSIGNED STATE IDENTIFIER NUMBER:

**OR 850425-062-2**

Dolores Streeter
Clearinghouse Coordinator

IPR #3

cc:FHWA

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Coos County

Phone (503) 378-3732 or Toll Free in Oregon 1-800-422-3600

---

## STATE AGENCY REVIEW

Project Number OR 850425-062-2 Return Date MAY 31 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

## PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(x) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

( ) Additional comments for project improvement. (Attach if necessary.)

---

REMARKS (Please type or print legibly)

We support this project.

Agency Forestry

By

IPR #2

Phone Number 8-5389

[illegible]

MAY 22

# OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Coos County

Phone (503) 378-3732 or Toll Free in Oregon 1-800-422-3600

## STATE AGENCY REVIEW

Project Number OR 850425-062-2 Return Date: MAY 31 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

## PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs.

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if necessary.)

If the project would require the removal, fill, or alteration of 50 cubic yards or more of material within the banks of the waterway(s) or wetland area(s), we urge the applicant to apply for state removal or fill permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone: 378-3805.

Thank you for the opportunity to comment on this project.

Agency [illegible] By DIVISION OF [illegible] LANDS

IPR #2 Phone Number 8-3805

PROGRAM SECTION
DISTRIBUTION LIST
JUNE 6, 1985

FHWA
✓ STATE HIGHWAY ENGINEER
RIGHT OF WAY SECTION
ROAD DESIGN SECTION (3)
ENVIRONMENTAL SECTION
BRIDGE SECTION
AERONAUTICS DIVISION
FEDERAL AID UNIT
REGION 3 ENGR.: J.J. GIX*
DIST. 7 MAINT. SUPVR.: B.E. BROWN

*INFORM P.M.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUN 6 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

10279

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet |
| 2 | Typical Sections |
| 2A | Shldr. Barrier Details |
| 2B | Stage Const., Temp. Protection And Direction Of Traffic |
| 2C | Pipe Data & Details |
| 2D | Summary |
| 3 | Plan & Profile |

REGISTERED PROFESSIONAL ENGINEER 6482 OREGON JULY 11, 1962 RICHARD A. KUEHN

STATE OF

# DEPARTMENT OF T

STATE HIGHWA

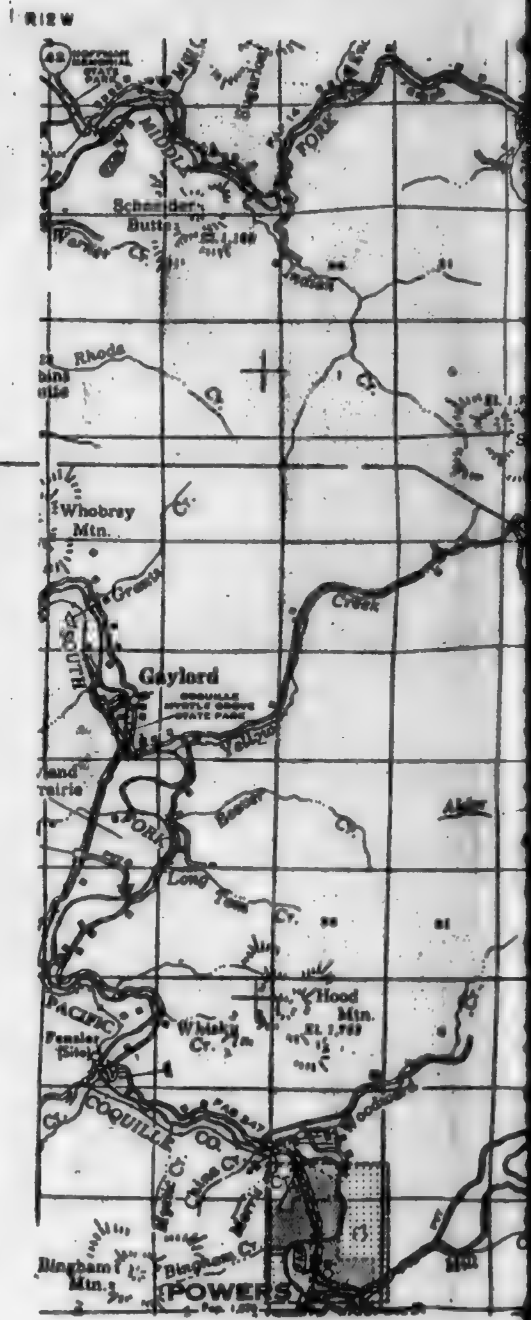
PLANS FOR PROPO

# MYRTLE CREEK (BRA

## MYRTLE CRE

## COOS CO

**PROJECT**
**M. P. 5.26**


R12W
42
Middle Fork
Schneider Butte
Warner Cr.
Rhode Cr.
Whobrey Mtn.
Creek
Gaylord
Coquille Myrtle Grove State Park
South
Long Tom Cr.
Hood Mtn.
Whiskey Cr.
Pacific
Coquille
Bingham Mtn.
Powers

Sketch

Scale 0 1

| MYRTLE CREEK ( BRAYDON ) BRIDGE SEC.<br>MYRTLE CREEK ROAD<br>COOS COUNTY | | | | SHEET NO.<br>1 |
|---|---|---|---|---|
| FED. ROAD DIV. NO. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

HBR-05

OF OREGON

F TRANSPORTATION

HWAY DIVISION

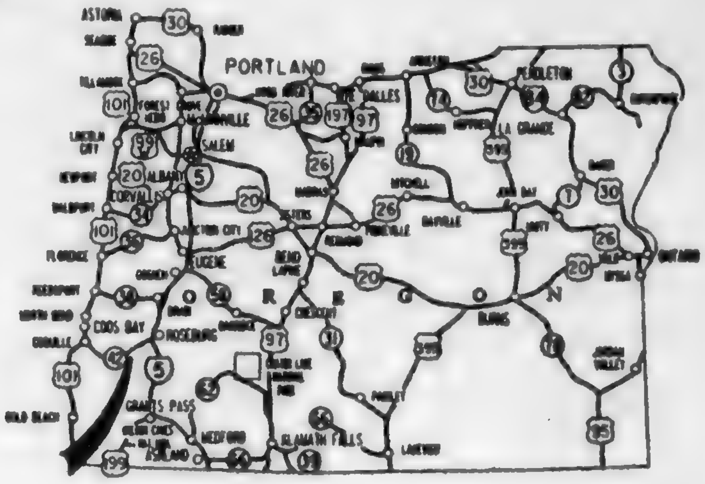
PROPOSED PROJECT

PRELIMINARY COPY
MAY 1 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

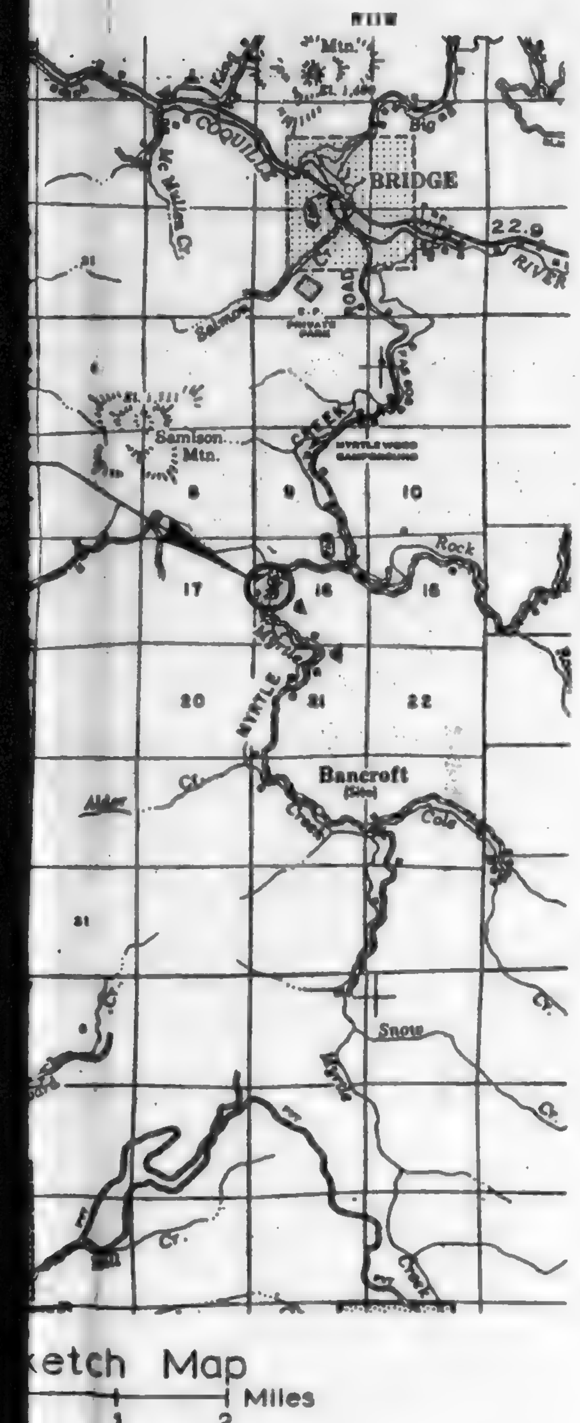
# BRAYDON) BRIDGE SEC.

## E CREEK ROAD

## OOS COUNTY



ASTORIA
PORTLAND
THE DALLES
PENDLETON
LA GRANDE
SALEM
ALBANY
CORVALLIS
EUGENE
BEND
COOS BAY
ROSEBURG
GRANTS PASS
MEDFORD
KLAMATH FALLS
BURNS
ONTARIO
LAKEVIEW
O R E G O N
30
26
101
5
20
97
395
95



R11W
T29S
Mtn.
COQUILLE
BRIDGE
22.9
RIVER
Salmon
Samson Mtn.
MYRTLE CREEK
8
9
10
17
16
15
Rock
T30S
20
21
22
Bancroft
Alder
Cr.
Cole
Snow
Cr.
T31S
Sketch Map
1
2
Miles

Approved MAY 17 1985, 1985
COOS COUNTY BOARD OF COMMISSIONERS
Doc Stevenson
Chairman
Commissioner
Commissioner

PRELIMINARY COPY
SUBJECT TO CHANGE

N

OREGON TRANSPORTATION COMMISSION

Anthony Yturri — CHAIRMAN
Peter J. Brix — VICE CHAIRMAN
Robert F. Dwyer — COMMISSIONER
N. B. Giustina — COMMISSIONER
Samuel T. Naito — COMMISSIONER
Fred D. Miller — DIRECTOR OF TRANSPORTATION

H. S. Coulter
STATE HIGHWAY ENGINEER

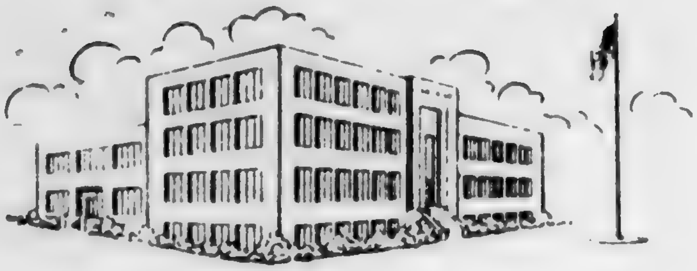
E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER ____ DATE ____

14,577



County of Coos

Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210

Bill Grile, AICP
Planning Director

RECEIVED
STATE HWY ENGR
MAY 15 '85
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

May 13, 1985

J.R. Perkins
Public Works Director
Coos County Highway Department
Coos County Courthouse
Coquille, Oregon 97423

RE : Administrative Conditional Use Review per Division of State Lands Permit #R/F 4180 (Myrtle Creek - Braydon Bridge - Replacement)

ES

Dear Bud:

The Division of State Lands has asked the Planning Department to comment on your above referenced permit which would allow for the replacement of the Braydon Bridge on Myrtle Creek. The project specifically involves removal of the existing bridge, construction of a new bridge, and placement of loose rip-rap to aid in shoreland stabilization. The proposed project requires review and approval as an Administrative Conditional Use in the Coos County Zoning and Land Development Ordinance.

> **DECISION SUMMARY: The request for an Administrative Conditional Use to replace the Braydon Creek Bridge on Myrtle Creek is hereby granted.**

Findings and Conclusions:

The decision is based on the following findings and conclusions:

1. The project area is split zoned Exclusive Farm Use (EFU) and Forestry (F). In accordance with these zoning designations, plan implementation strategy #5 (Coos County Comprehensive Plan Volume I, Part I, Natural Hazards) requires that:

   > "Coos County shall support structural protection measures when the applicant establishes that non-structural measures either are not feasible or inadequate to provide the necessary degree of protection."

2. The proposed fill necessary to accommodate the proposed bridge replacement is permitted outright in the EFU and F zoning districts.

cc Grey
Hart
Christensen

cys. sent 5-15-85
RW

3. Your application and subsequent statements regarding structural shoreland stabilization serves as adequate justification in establishing the need for structural stabilization over non-structural stabilization for the bridge replacement project. As stated in the application, rip-rap is necessary to prevent streambank erosion in view of the heavy use of the bridge by log trucks.

## DECISION

Pursuant to the provisions of Article 5.2 of the Coos County Zoning and Land Development Ordinance, the Planning Director hereby finds that an Administrative Conditional Use Permit to allow replacement of the Braydon Bridge to include structural stabilization is consistent with the Coos County Zoning and Land Development Ordinance. Further, because that Ordinance is consistent with the statewide goals of the Land Conservation and Development Commission (LCDC), the project is consistent with the Statewide Goals.

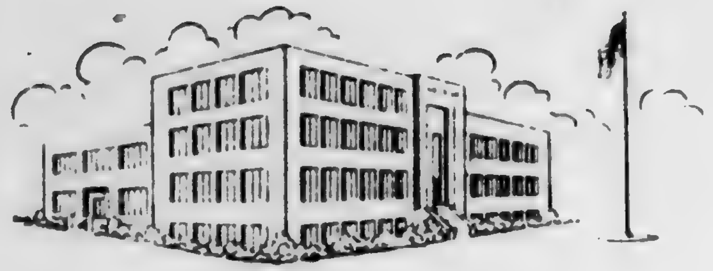
Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Bill Grile, Director

Findings prepared by Rebecca J. Crockett, Planner

WPG/RJC/cah

cc: Board of Commissioners
Jack Ayres, ODOT
Glen Hale, DLCD
Patti Snow, DLCD
Marge Akers, DSL
E.S. Hunter, ODOT
file



County of Coos
Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210
Bill Grile, AICP
Planning Director

May 13, 1985

Marge Akers
Permit Coordinator
Division of State Lands
1445 State Street
Salem, Ore 97310

RE : DSL Permit #R/F 4180 (Myrtle Creek - Braydon Bridge - Replacement)

Dear Marge:

The Coos County Planning Department has reviewed the above referenced permit which, when granted, would allow the applicant to replace the existing Braydon Bridge using structural stabilization measures.

The project requires review according to the Coos County Zoning and Land Development Ordinance to determine if it is consistent with certain specified policies of the ordinance. An Administrative Conditional Use Permit to the effect has been issued by the Planning Director, and is enclosed as Attachment "A".

The project is therefore consistent with the County Comprehensive Plan.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT
Bill Grile, Director
BY:
Becky Crockett
Rebecca J. Crockett, Planner
WPG/RJC/cah
Attachment
cc: Board of Commissioners
Glen Hale, DLCD
E.S. Hunter, ODOT
Patti Snow, DLCD
Jack Ayres, ODOT
Bud Perkins, Coos County Road Dept.
file

COOS-CURRY COUNCIL OF GOVERNMENTS
P.O. BOX 647
NORTH BEND, OREGON 97459
756-2563

RAY KELLEY, Chairman
TIMM SLATER, Vice-Chairman
JOE JAKOVAC, Treasurer
SANDRA DIEDRICH, Director

May 3, 1985

Gary A. Potter
Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

RE: Myrtle Creek (Brayden) Bridge Section (BROS-0600(6)

Dear Mr. Potter:

Enclosed please find a copy of the staff report prepared on your proposed project from materials submitted to our office for review. Please be advised that this project will be considered by the Coos-Curry Council of Governments at their meeting on May 9, 1985.

Enclosed please find a copy of the agenda for that meeting. You may wish to attend the meeting and to present your project to the Council. If we can be of any assistance to you, please do not hesitate to call. If you do not attend the meeting, you will receive a letter advising you of the Council's action.

Thank you.

Sincerely,

Sandra Diedrich
Director

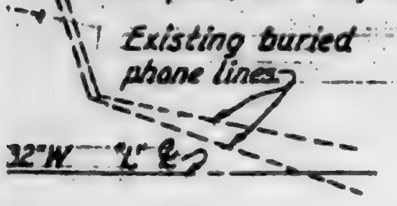
SD/ab

Enclosures

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 06 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

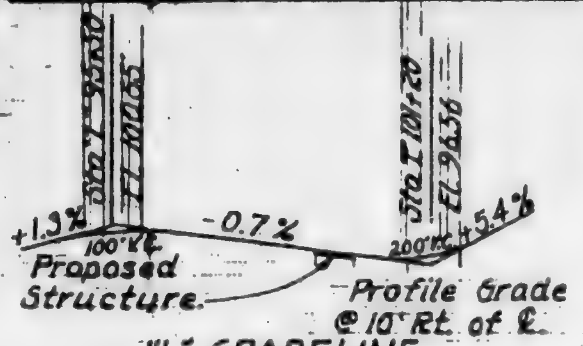
REPRESENTING MEMBERSHIP OF GENERAL PURPOSE AND
SPECIAL PURPOSE UNITS OF GOVERNMENT IN COOS AND CURRY COUNTIES.

Note: Remove deck and three westerly stringers in Spans 4 and 5 within cut area as indicated.
Install temporary guardrail as shown in Detail Plans.
Wingwalls on east side of new structure shall be built after removal of existing structure.
Relocate telephone lines on east side of new structure. Attach to rail post, see dwg. no. 35268.

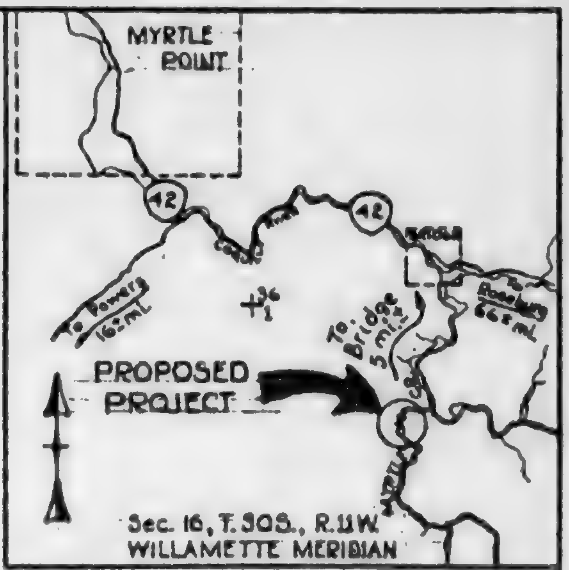

Existing buried phone lines
32°W
"L" ℄

HYDRAULIC DATA

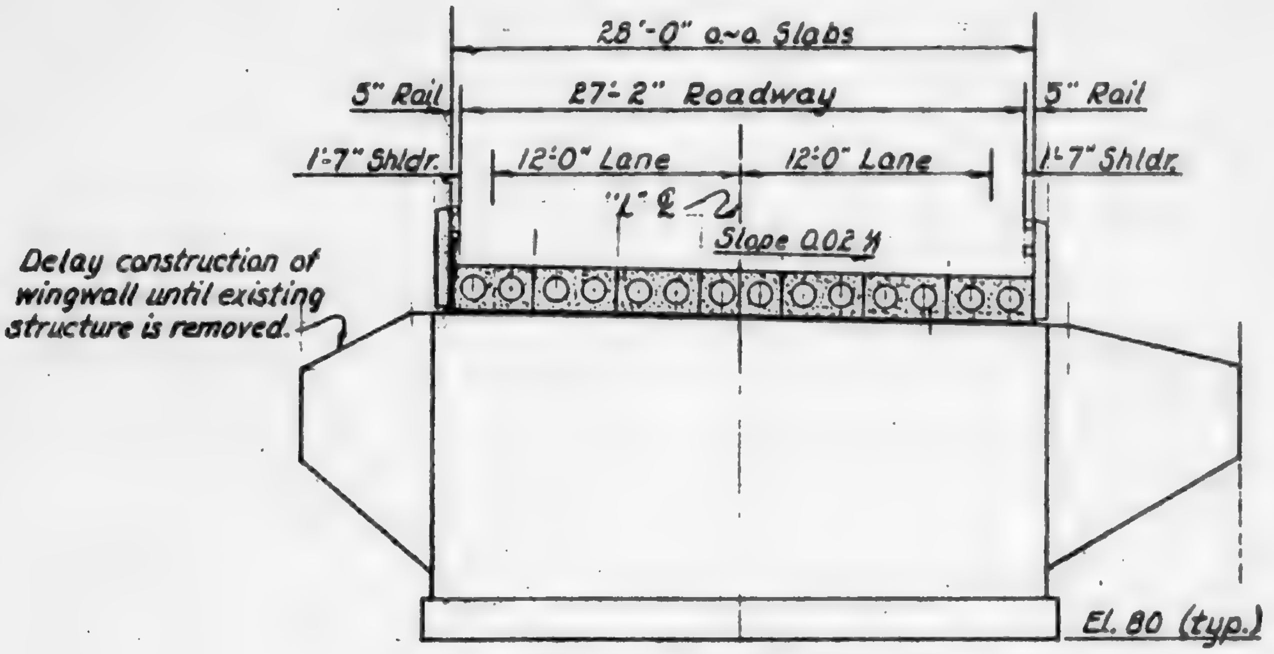
| | Design Flood | Base Flood | Max. Flood |
|---|---|---|---|
| Discharge - cfs | 4500 | 5800 | 7300 |
| Frequency - yrs | 25 | 100 | 500 |
| H.W. Elev. - ft | 89.56 | 90.77 | 92.02 |


Sta. I 95+10
El. 101.05
Sta. I 101+20
El. 96.56
+1.3%
-0.7%
+5.4%
100' V.C.
200' V.C.
Proposed Structure
Profile Grade @ 10' Rt. of ℄

"L" GRADELINE
No Scale


MYRTLE POINT
42
42
To Powers 16± mi.
To Roseburg 66± mi.
To Bridge 5 mi.±
PROPOSED PROJECT
Sec. 16, T. 30S., R. 11W.
WILLAMETTE MERIDIAN

VICINITY MAP
No Scale


28'-0" o-o Slabs
5" Rail
27'-2" Roadway
5" Rail
1'-7" Shldr.
12'-0" Lane
12'-0" Lane
1'-7" Shldr.
"L" ℄
Slope 0.02 ft/ft
Delay construction of wingwall until existing structure is removed.
El. 80 (typ.)

(typ.)

TYPICAL BENT SECTION
Scale: 3/16" = 1'-0"

BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

RECEIVED
MA[illegible] 5 1985

| DATE | REVISION | BY |
|---|---|---|
| | | |

APPROVED:
BRIDGE ENGINEER
ASSISTANT STATE HIGHWAY ENGINEER

I. POINDEXTER
DESIGNED
T. Hernandez
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

MYRTLE CREEK (BRAYDEN) BRIDGE
MYRTLE CREEK (BRAYDEN) BRIDGE SEC.

MYRTLE CREEK ROAD COOS COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE April 1985 CALC. BOOK 1980 SHEET 1 OF 1
BRIDGE NO. 16763 DRAWING NO. 40558

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
MAY 07 1985
REFER TO____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

[illegible] 77

5

16763

**STATE OF OREGON**

**INTEROFFICE MEMO**

DES
16763

TO: James J. Gix
Region 3 Engineer
Attention Jack Ayres
Region Federal-Aid Engineer

DATE: April 25, 1985

FROM: Terry J. Shike
Terry J. Shike
Principal Structural Design Engineer

SUBJECT: Myrtle Creek (Brayden) Bridge 16763
Myrtle Creek (Brayden) Bridge Section
Myrtle Creek Road
Coos County

Attached are four reduced prints of Drawings 40558 and 40386 which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels have been included in this project.

Our present estimate of costs for the proposed contract is:

| | |
|---|---|
| Roadwork | $ 92,000 |
| Structure | 93,900 |
| Engineering and Contingencies 20% | 37,200 |
| TOTAL | $223,100 |

Please use these prints to obtain the approval of Coos County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on June 27, 1985.

GAP:smd

Attachments

cc H. A. Schell /w/ 1 set
Road Design /w/ 1 set
Program Section /w/ 1 set
Environment (M.Banks) /w/ 1 set

**PROGRAM SECTION**
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 01 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

*attach in file*

10,579

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: FILES

DATE: April 23, 1985

FROM: Charles Middleton
Hydraulic Specialist
Charles F Middleton

SUBJECT: Myrtle Creek (Brayden) Bridge
Myrtle Creek Road
Coos County

The proposed structure will replace an existing 92-foot long five-span wooden structure erected in 1956.

## HYDROLOGY

Myrtle Creek is a tributary of the Middle Fork of the Coquille River and drains approximately 24.5 square miles above the proposed bridge site. Since there are no gages on Myrtle Creek, the design chart contained in the Oregon State Highway Division's "Hydraulics Manual" was used for estimating peak flows. Listed below are the peak discharges with the corresponding recurrence intervals for a 24.5 square mile drainage area in the Middle Coast Basin.

| Peak Discharge | Recurrence Interval |
|---|---|
| 3100 cfs | 5-Yr |
| 3800 cfs | 10-Yr |
| 4500 cfs | 25-Yr |
| 5200 cfs | 50-Yr |
| 5800 cfs | 100-Yr |
| 7300 cfs | 500-Yr |

## HYDRAULIC DESIGN

The 25-year flood of 4500 cfs was used as the design flood. Two replacement waterways were analyzed: Alternate 'A' with vertical abutments (Figure 1) and Alternate 'B' with 1½:1 end slopes (Figure 2). Figure 3 shows the existing waterway. Both options use the proposed alignment immediately adjacent to and downstream of the existing structure. The following is a summary of the existing and proposed conditions.

| | Freq. | Peak Discharge | Normal Waterway Opening | Normal Waterway Area | Design High-water | Up-stream Stage | Back-water |
|---|---|---|---|---|---|---|---|
| Existing Structure | 25-Yr | 4500 cfs | 60 ft | 349 ft² | 89.6 ft | 91.5 ft | 1.9 ft |
| | 100-Yr | 5800 cfs | 63 ft | 416 ft² | 90.8 ft | 93.5 ft | 2.7 ft |
| 'A' | 25-Yr | 4500 cfs | 57 ft | 399 ft² | 89.6 ft | 89.7 ft | 0.1 ft |
| | 100-Yr | 5800 cfs | 58 ft | 470 ft² | 90.8 ft | 91.1 ft | 0.3 ft |
| 'B' | 25-Yr | 4500 cfs | 55 ft | 364 ft² | 89.6 ft | 89.8 ft | 0.2 ft |
| | 100-Yr | 5800 cfs | 58 ft | 433 ft² | 90.8 ft | 91.3 ft | 0.5 ft |

The backwater created by the existing structure is caused by the pier area obstructing the flow. Eliminating the piers in teh waterway eliminates most of the backwater. It is recommended that the new structure have a bottom of beam elevation above 94.0 feet.

## RIPRAP

For Alternate 'A' it is suggested that the toe of the vertical abutments and wingwalls be protected with Class 700 loose riprap, 36" deep. A 9-inch thick filter blanket of 4"-0 to 6"-0 pit-run or river-run material or a geotextile would be required. If the abutment is founded on bedrock, toe protection could be omitted. The filter blanket is only required beneath riprap protecting a 1½:1 slope.

For Alternate 'B' it is suggested that the fill slopes be protected with Class 2000 loose riprap, 48" deep. A 15-inch thick filter blanket of 4"-0 to 6"-0 pit-run or river-run material or a geotextile would be required. This protection should also include a toe trench.

For both alternates, the riprap protection at the northeast corner of the proposed bridge should tie into the existing riprap on the upstream side of the existing bridge. This amounts to riprapping the northerly bank beneath the existing bridge.

CM:as

Attachment

cc: Bob Pool W/attach.
Walt Hart "
Rick Kuehn "
Glen Thommen "
Jim Gix "
✓ Gary Potter "
Cam Gilmour "
Herb Schell, FHWA "

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ✓
APR 23 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

4-22-85 CM

Myrtle Creek (Brayden) Bridge
Myrtle Creek Road
Coos County
206-1994

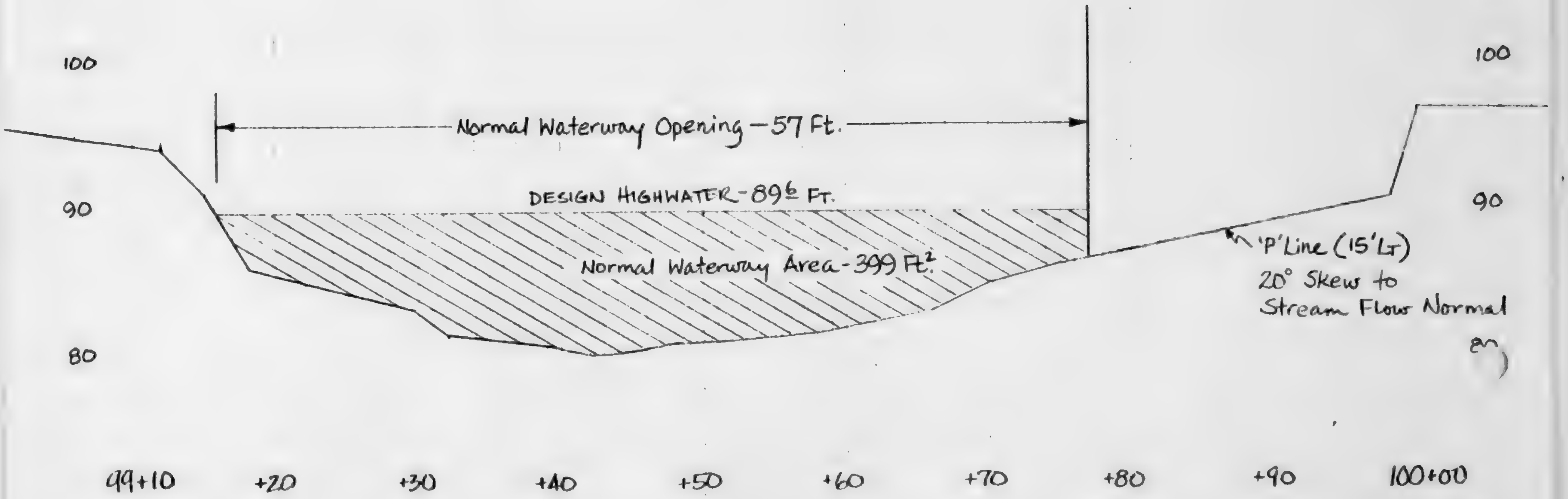

100
90
80
100
90
Normal Waterway Opening – 57 Ft.
DESIGN HIGHWATER – 89$^{6}$ Ft.
Normal Waterway Area – 399 Ft$^{2}$.
'P' Line (15' Lt)
20° Skew to
Stream Flow Normal
99+10
+20
+30
+40
+50
+60
+70
+80
+90
100+00

FIGURE 1

4-22-85 CM

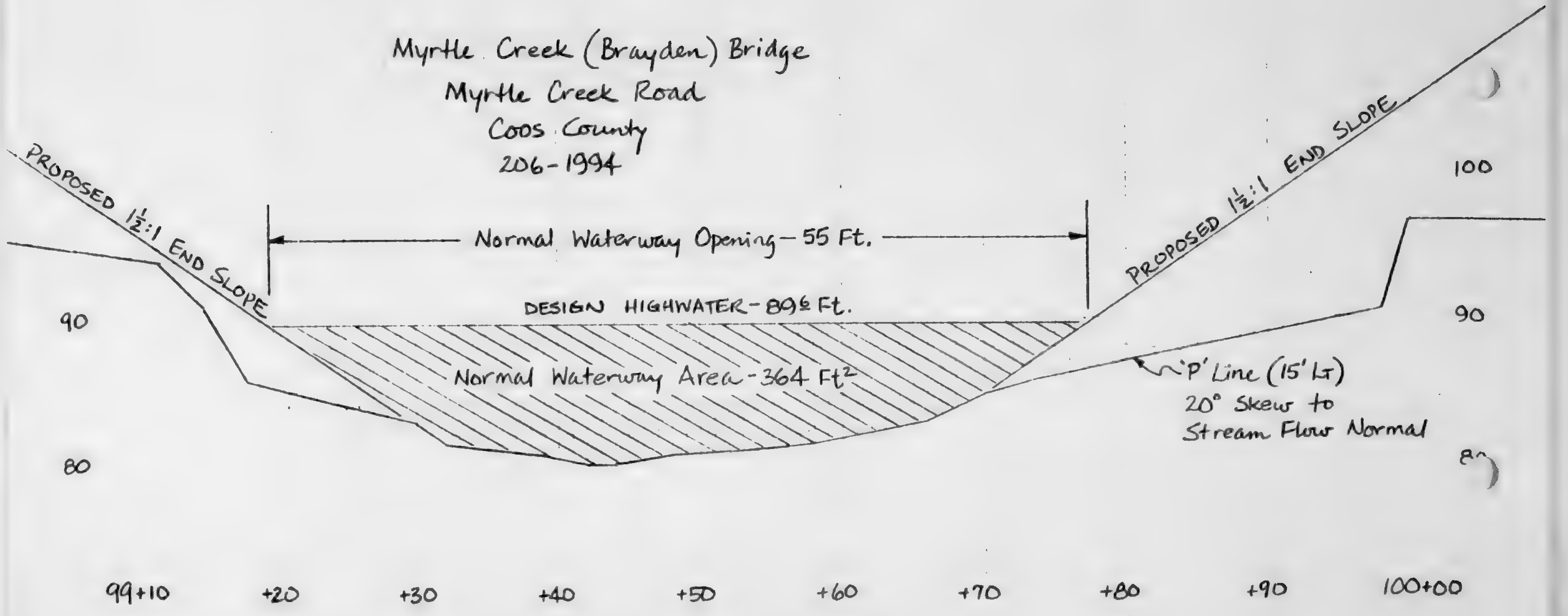

Myrtle Creek (Brayden) Bridge
Myrtle Creek Road
Coos County
206-1994
PROPOSED $1\frac{1}{2}$:1 END SLOPE
Normal Waterway Opening – 55 Ft.
PROPOSED $1\frac{1}{2}$:1 END SLOPE
DESIGN HIGHWATER – $89^{6}$ Ft.
Normal Waterway Area – 364 $Ft^2$
'P' Line (15' Lt)
20° Skew to
Stream Flow Normal
100
90
90
80
80
99+10
+20
+30
+40
+50
+60
+70
+80
+90
100+00

FIGURE 2

4-22-85 CM

Myrtle Creek (Brayden) Bridge
Myrtle Creek Road
Coos County
206-1994

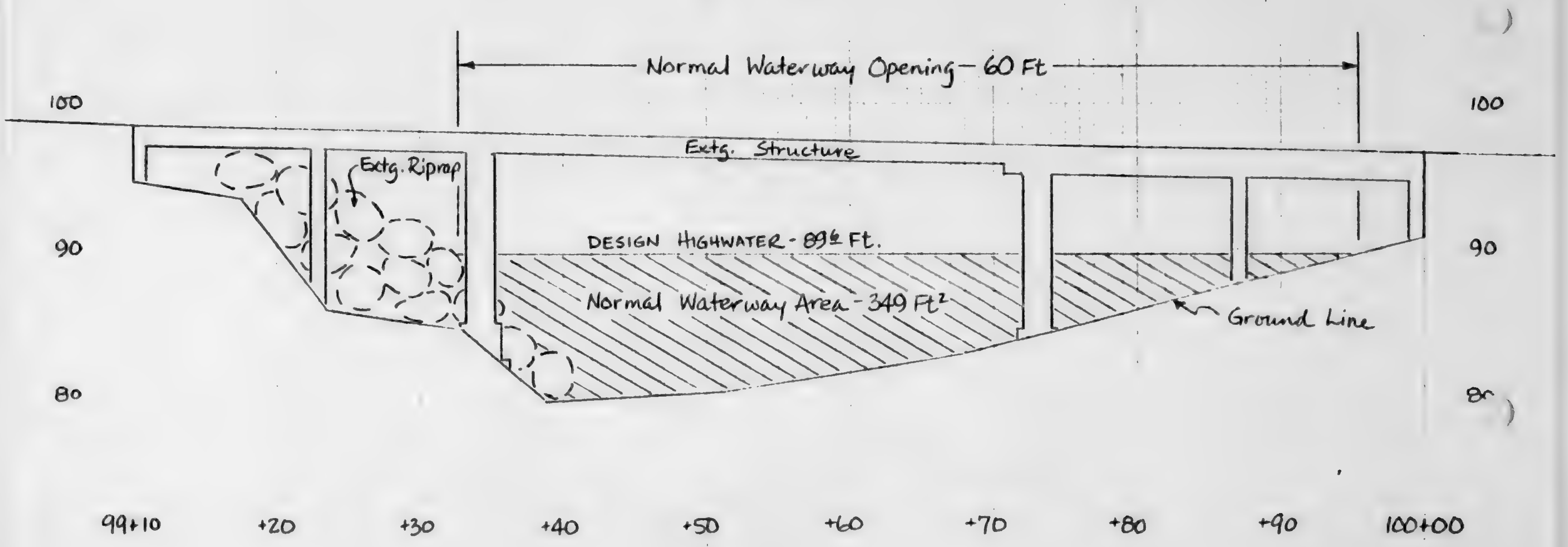

Normal Waterway Opening – 60 Ft
100
100
Extg. Structure
Extg. Riprap
90
DESIGN HIGHWATER - 89½ Ft.
90
Normal Waterway Area - 349 Ft²
Ground Line
80
80
99+10
+20
+30
+40
+50
+60
+70
+80
+90
100+00

FIGURE 3

# HYDRAULIC DATA

| | | DESIGN FLOOD | BASE FLOOD | Maximum Probable Flood | MAXIMUM FLOOD YEAR ( ) |
|---|---|---|---|---|---|
| Discharge | cfs | 4500 | 5800 | 7300 | |
| | $m^3/s$ | | | | |
| Frequency – yrs. | | 25 | 100 | 500 | |
| H.W. Elevation Natural Channel | ft. | 89.6 | 90.8 | 92.0 | |
| | m. | | | | |
| Backwater Elevation | ft. | 89.7 | 91.1 | 92.8 | |
| | m. | | | | |
| Average Velocity | fps | 11.5 | 12.5 | 13.6 | |
| | mps | | | | |
| Headwater Elevation | ft. | | | | |
| | m. | | | | |
| Tailwater Elevation | ft. | | | | |
| | m. | | | | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: VERTICAL ABUTMENTS – ALT. 'A'

## OREGON DEPT. OF TRANSPORTATION
### HYDRAULICS UNIT

Myrtle Creek (Brayden) Bridge
Myrtle Creek Road
Coos County

COMPILED BY: Charles Middleton

DATE: 4-22-85

# HYDRAULIC DATA

| | DESIGN FLOOD | BASE FLOOD | Maximum Probable Flood | MAXIMUM FLOOD YEAR ( ) |
|---|---|---|---|---|
| Discharge cfs | 4500 | 5800 | 7300 | |
| m³/s | | | | |
| Frequency — yrs. | 25 | 100 | 500 | |
| H.W. Elevation ft. | 89.6 | 90.8 | 92.0 | |
| Natural Channel m. | | | | |
| Backwater Elevation ft. | 89.8 | 91.3 | 92.7 | |
| m. | | | | |
| Average Velocity fps | 12.7 | 13.7 | 14.7 | |
| mps | | | | |
| Headwater Elevation ft. | | | | |
| m. | | | | |
| Tailwater Elevation ft. | | | | |
| m. | | | | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Spill Through — Alt. 'B'

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Myrtle Creek (Brayden) Bridge
Myrtle Creek Road
Coos County

COMPILED BY: Charles Middleton

DATE: 4-22-85

[illegible]

[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 19, 1985

To: Executive Department
Federal-Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 647
1975 McPherson Street North
North Bend, OR 97459

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 7
Section: Myrtle Creek (Brayden) Bridge Section
Highway: County Road
County: Coos

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be June 6, 1985.

DDB:bkb
Attachments
bc: D.E. Wilken, FHWA
✓R.N. Bothman
Paul Singer
J.B. Boyd (2)
D.O. Christensen (3)
Cam Gilmour
W.J. Hart
Reg. 3 Engr.: J.J. Gix
Dis. 7 Engr.: B.E. Brown
Aeronautics Division
David Powers, Parks
Don Baker

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
APR 24 '85
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | |
|---|---|---|
| 02 | 12] APPLICANT [45<br>Department of Transportation | 46] DIVISION [79<br>Highway |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>Transportation Building | 46] CITY [60<br>Salem<br>76] ZIP 80<br>97310 |
| 04 | 12] CONTACT PERSON [45<br>Gary A. Potter | 46] AREA CODE [48<br>503<br>49] PHONE [55<br>378<br>56] EXTENSION [59<br>6563 |
| 01 | 12] PROJECT TITLE [71<br>Myrtle Creek (Brayden) Bridge Section (BROS-0600(6)) | |
| 11 | 12] PROJECT LOCATION—CITY<br>County Road<br>PROJECT LOCATION—COUNTY<br>Coos | PROJECT LOCATION [79<br>SEC. 16 T:<br>R: |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace wooden bridge with modern concrete structure (see attached Part 3 of

06 12] project prospectus and location map). [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 192,000.00 | | ---- | 48,000 | | 240,000.00 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: 4-19-85

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

| | | | |
|---|---|---|---|
| (G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH [42<br>June | 43] DAY [44<br>6 | 45] YEAR [46<br>1985 |

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4-19-85 *

VI. If project includes state funds (12C), identify agency ----

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #
02600

SECTION
Myrtle Creek (Brayden) Bridge #11C44

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

This project will require a permanent easement of 0.2 acre so alignment can be improved. The property to be used is undeveloped. No relocations will be necessary.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None; consistent with applicable plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Will provide adequate access for all traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The new bridge will span the entire creek, therefore, long-term impacts on the creek and adjacent wetlands will be minimal.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

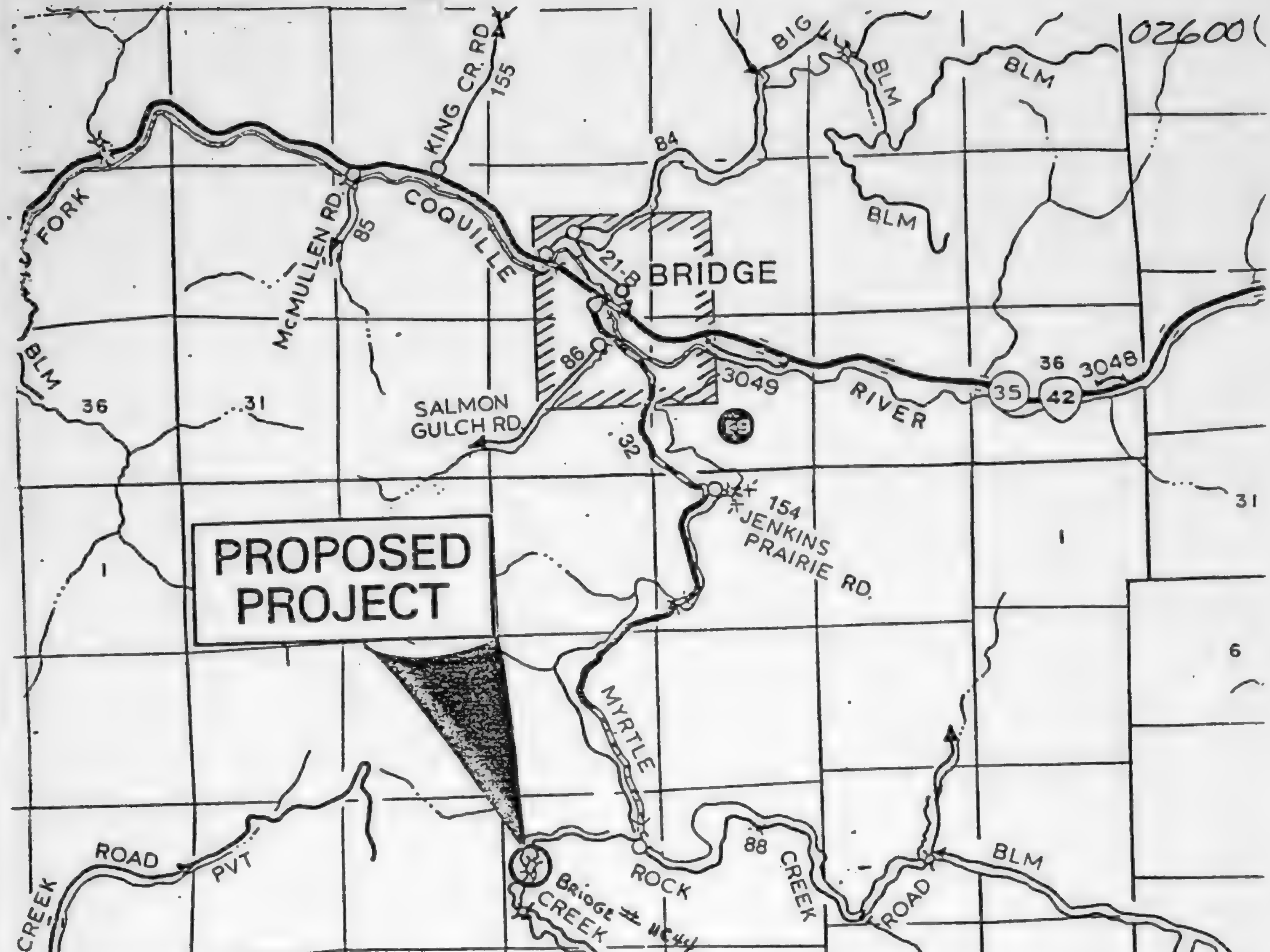
The project will require a permanent easement. Impacts to the environment will be minimal.

OTHER DOCUMENTATION

The following permits and documents may be required:
conditional use, State Lands, cultural resource, and noise study.

| | | |
|---|---|---|
| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
| X Duane Kirby | 440-3399 | |

026001


PROPOSED PROJECT
BRIDGE
Bridge # 11C44
COQUILLE
RIVER
FORK
KING CR. RD.
155
McMULLEN RD.
85
84
BIG
BLM
21-B
86
SALMON GULCH RD.
3049
32
35
36
42
3048
154
JENKINS PRAIRIE RD.
MYRTLE
ROCK
CREEK
88
ROAD
PVT
158
Bancroft
36
31
1
6
3

10,097

CCN 77-1
Myrtle
Cr.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

April 4, 1985

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Myrtle Cr. (Brayden) Br. #11C44
Myrtle Creek Road
Coos County
BROS-0600(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CONCUR

4/19/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

CMG:lm

Attachments (4)

ENVIRONMENTAL SECTION
April 22, 1985

cc: J. B. Boyd (3)
D. O. Christensen(
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Jim Gix
Duane Kirby
Jim Bilderback
Bill Brown
Don Keyes (8)

Form 734-3122

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02600

SECTION
Myrtle Creek (Brayden) Bridge #11C44

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

This project will require a permanent easement of 0.2 acre so alignment can be improved. The property to be used is undeveloped. No relocations will be necessary.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None; consistent with applicable plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Will provide adequate access for all traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The new bridge will span the entire creek, therefore, long-term impacts on the creek and adjacent wetlands will be minimal.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project will require a permanent easement. Impacts to the environment will be minimal.

OTHER DOCUMENTATION

The following permits and documents may be required:
conditional use, State Lands, cultural resource, and noise study.

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X Duane Kirby | 440-3399 | |

734-1913 (7-82)

12,199 J

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: March 28, 1985

FROM: Michael K. Shultz
Mike Shultz
Rural Program Coordinator

SUBJECT: Brayden (Myrtle Cr. Rd.) Br. #11C44
Coos County
Project #BROS-0600(6)

The prospectus on the subject project was distributed September 26, 1984. At that time no right-of-way was anticipated on the project. Subsequently, right-of-way will be needed, but the county will provide the descriptions and property acquisition. Enclosed is a revised prospectus for the project.

MKS:pf
Attachments

cc: Hank Wakerlig - Please add to PCS.
Don Trout
R. C. Pool
J. B. Boyd
Don Aman
Cam Gilmour
George Strawn
Cost & Records Spec. (Location)
L. E. George, w/attach.
W. J. Hart, w/attach.
R. Trygstad, w/attach.
R. Kuehn, w/attach.
Ron Noble, w/attach.
J. J. Gix, Region 3
Jack Ayres, Region 3

10 979

# PROJECT PROSPECTUS

PART 1 - PROJECT REQUEST (Revised)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02600

SECTION Myrtle Creek (Brayden) Bridge #11C44 3-20-85

REGION 3

STATE HIGHWAY #

HIGHWAY NAME Myrtle Creek Road

MILE POST FROM 5.3 TO 5.4

LENGTH 500'

☐ URBAN
☒ RURAL

CITY

COUNTY Coos

ROAD/STREET NAME Myrtle Creek Road

ROUTE # 3

FEDERAL AID # None

APPLICANT (IF OTHER THAN STATE) Coos County

| COST ESTIMATES (000's) | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ ~~16~~ 26 |
| RIGHT OF WAY | | $ 0 |
| ROADWAY | $ 40 | |
| STRUCTURES | $ 101 | |
| SIGNALS | $ 0 | |
| ILLUMINATION | $ 0 | |
| TEMPORARY PROTECTION | $ 25 | |
| Remove exist structure | $ 9 | |
| 40% ENGINEERING & CONTINGENCIES | $ 65 | |
| TOTAL CONSTRUCTION | | $ 240 |
| TOTAL ESTIMATE | | $ 2~~5~~66 |

| PROJECT DATA | |
|---|---|
| GRADING (✓) | X |
| PAVING (✓) | X |
| STRUCTURES (✓) | X |
| SIGNING (✓) | |
| SIGNALS (✓) | |
| ILLUMINATION (✓) | |
| | |
| ENVIRONMENTAL CLASS (1,2,3) | ~~3~~ 2 |
| DESIGN CATEGORY (1-7) | 7 |
| WORK TYPE (1-12) | 5 |

| RIGHT OF WAY | |
|---|---|
| FILES (#) | 1 |
| ACRES (#) | 0.2 |
| RELOCATIONS (#) | 0 |

| WORK BY STATE/CONSULTANT/APPLICANT | |
|---|---|
| PRELIMINARY ENGINEERING (S,C,A) | S |
| CONSTRUCTION ENGINEERING (S,C,A) | S |
| RIGHT OF WAY DESCRIPTIONS (S,C,A) | ~~C~~ A |
| RIGHT OF WAY ACQUISITIONS (S,C,A) | ~~C~~ A |

CONSTRUCTION BY

☐ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/PROGRAMMING

RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/85

RECOMMENDED FUNDING SOURCE HBR-OS

RECOMMENDED PROGRAM YEAR 85

## RECOMMENDED PROGRAM REVISIONS

| | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | | | | $ |
| ☐ POSTPONE<br>☐ CANCEL | | | | $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 50 | 50 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | |

DEFINE THE PROBLEM

The existing structure is an old piling and trestle bridge and, due to the normal life expentancy of this type of bridge, it is time to replace it.

PROPOSED SOLUTION

Remove existing structure and replace with a new concrete and steel structure.

REQUESTED, REGION ENGINEER X DATE 3/20/85

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

734-1911 (7-82)

## GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

## SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

**SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY** and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

**COST ESTIMATES** — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

**PROJECT DATA** — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

**RIGHT OF WAY** — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

**WORK BY** and **CONSTRUCTION BY** are self-explanatory.

**FINANCING/PROGRAMMING** — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

**EXISTING & PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

**DEFINE THE PROBLEM** — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

**PROPOSED SOLUTION** — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

# PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>Myrtle Creek (Brayden) Bridge #11C44 | KEY ID #<br>02600 |
| | REGION<br>3 |

## PROJECT JUSTIFICATION

The Brayden Bridge is a piling-and-trestle bridge located on an access road for residences, farms and timber harvest. The existing structure was constructed in 1956 and, in 1973, an approach span was constructed. Maintenance has been performed on the structure, but the existing structure is nearing the point in time at which it will need replacement.

This bridge is needed for access to the residences, farms, and timber harvest, plus the access to a recreational area. It is thought at this point in time that the proposed bridge will be constructed at, or very near, the same location of the existing bridge.

## ADMINISTRATION RECOMMENDATION

## INSTRUCTIONS

**PROJECT JUSTIFICATION**

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

**ADMINISTRATION RECOMMENDATION** will be completed in Salem.

# PROJECT PROSPECTUS
## PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02600

REGION 3

SECTION
Myrtle Creek (Brayden) Bridge #11C44

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | |
|---|---|---|---|---|---|
| A—95 | A | SIGNS (PERMANENT) | C | STORM SEWER | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | A | LANDSCAPING | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | A | IRRIGATION | N |
| RECONNAISSANCE SURVEY | S | DETOUR | S | BORROW SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | C | MATERIAL SOURCE | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | A |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | A |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | | |

PERMITS AND DOCUMENTS

| | | | |
|---|---|---|---|
| AIRPORT CLEARANCE | N | WETLANDS | N |
| CONDITIONAL USE | A | SENSITIVE LAND | A |
| FLOOD PLAIN | A | CULTURAL RESOURCE | N |
| CORPS OF ENGINEERS | A | DEQ INDIRECT SOURCE | N |
| COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| STATE LANDS | A | SECTION 106 | N |
| GEOLOGY AND MINERALS | A | NOISE STUDY | A |
| BUILDING | N | SECTION 4(F) | N |

SIGNALS 0 OLD (#) 0 NEW (#)

UTILITIES (LIST BELOW)

COMPANIES

RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | C | EASEMENTS (#) | 1 | ACCESS CONTROL (Y/N) | N |

DESIGN SPEED 40 MPH

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| | | | | 0 | | | 10' | × | 10' | | | 0 | | | | |
| | | | | 4' | | | 10' | | 10' | | | 4' | | | | |
| **PROPOSED** | | | | | | | | | | | | | | | | |

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 80 | 28 | 101,000 | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

734-1812 (7-88)

OREGON DEPARTMENT OF TRANSPORTATION

# PROJE[illegible] PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02600

SECTION Myrtle Creek (Brayden) Bridge #11C44

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

This project will require a permanent easement of 0.2 acres so alignment can be improved. The property to be used is undeveloped. No relocations will be necessary.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None; consistent with applicable plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Will provide adequate access for all traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The new bridge will span the entire creek, therefore, long-term impacts on the creek and adjacent wetlands will be minimal.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project will require a permanent easement. Impacts to the environment will be minimal.

OTHER DOCUMENTATION

The following permits and documents may be required. Conditional use, state lands, cultural resource, and noice study.

PREPARED BY X Duane Kirby

TELEPHONE NUMBER 440-3399

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: Don Trout
Program Control Engineer

DATE: March 19, 1985

FROM: Duane Kirby
Duane Kirby
Region Design Supervisor

SUBJECT: Myrtle Creek Rd. (Brayden)
Right-of-way Agreement

The original prospectus for this project did not authorize the purchase of right-of-way for this bridge. However, the County agreed to arrange for needed right-of-way so that alignment could be improved. Enclosed you will find the easement document that the County provided in order that work may proceed on this project. Please take appropriate action.

Also attached is Revised Part 1, 2 and 3 of the Project Prospectus to include the permanent easement.

dk:cjb

Enclosures

cc: Neil Flanagan

cc: prog. Sec.
Fed. aid
Loc. prog.
Loc.
Environ.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 21 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

File No.

## EASEMENT

KNOW ALL MEN BY THESE PRESENTS, That JAMES R. DUPUIS, Grantors, do hereby grant and convey unto COOS COUNTY, a political subdivision of the State of Oregon, Grantee, a perpetual easement for the improvement of Myrtle Creek County Road, over and across the following described parcel of land, to wit:

Easement as per map prepared by F. D. Morrison and dated January 1985: Easterly side Sta to Sta $97+00-98+25^{84}$ 45 feet paraell with centerline; Westerly side 94+07.56-$95+64^{55}$ 30 feet straight line to 35 $95+64^{55}$- $98+25^{84}$ 35 feet paraell with centerline; $98+25^{84}$ - 98+50 35 feet straight line to 40 feet; 98+50 to 99+50 centerline 40 feet paraell with centerline. (see attached mentioned map)

The rights herein granted shall include but not be limited to the right to construct travelled lanes, guardrails, slope embankments, traffic signs, drainage facilities, including tidegates and other necessary appurtenants for the improvement of said county road as well as the right to install and maintain water, electric, gas, telephone, sewer and utility lines and related facilities. Grantors reserve the right to use any portion of the above described property outside of the shoulders of the travelled way of said improved county road for purposes which do not interfere with Grantee's use thereof for public road and related purposes.

Dated this 26th day of February, 1985.

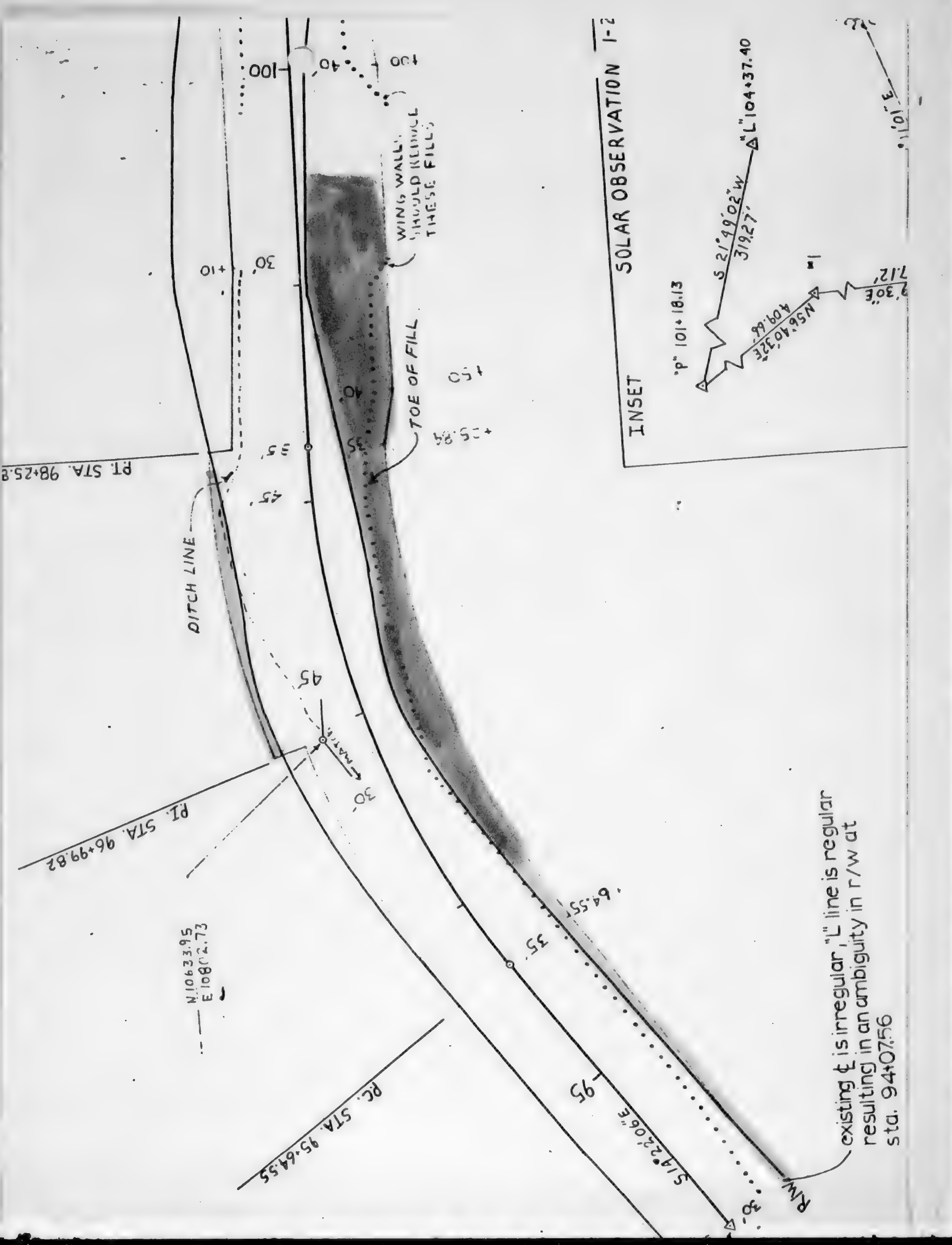
James R Dupuis
James R. Dupuis

STATE OF OREGON, County of COOS

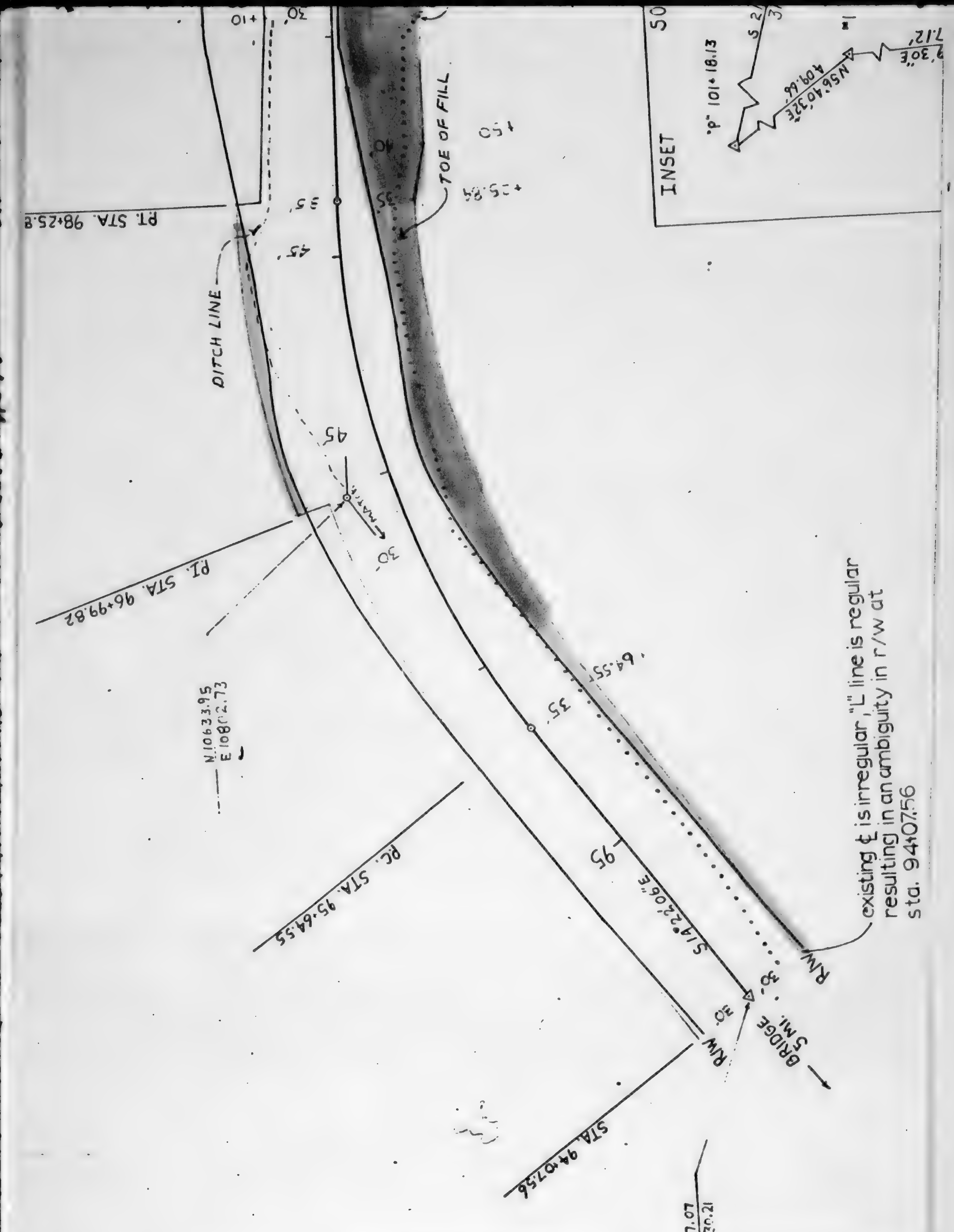
February 26, 1985. Personally appeared the above named James R. Dupuis, who acknowledged the foregoing instrument to be their voluntary act. Before me:

Marian W Klemm
Notary Public for Oregon

My Commission expires 4-12-85



SOLAR OBSERVATION
I-2
INSET
"P" 101+18.13
S 21°49'02"W
319.27'
"L" 104+37.40
N56°40'32"E
409.66'
7.12
°30'E
°10'E
100
40
100
WING WALLS SHOULD RETAIN THESE FILLS
+10
30'
TOE OF FILL
40
+50
35
+25.84
35'
45'
PT. STA. 98+25.8
DITCH LINE
45
MATCH
30'
PI. STA. 96+99.82
N.10633.95
E.10812.73
64.55'
35'
95
PC. STA. 95+64.55
S 14°22'06"E
30'
R/W
existing ℄ is irregular, "L" line is regular resulting in an ambiguity in r/w at sta. 94+07.56



PT. STA. 98+25.8
+10
30'
TOE OF FILL
+50
10
35
+25.84
35'
45'
DITCH LINE
INSET
"P" 101+18.13
N56°40'32"E
409.66
7.12
30"E
45
P.I. STA. 96+99.82
30'
N.10633.95
E.10812.73
35'
64.55
95
P.C. STA. 95+64.55
S14°22'06"E
R/W
30'
R/W
30'
BRIDGE
5 MI.
STA. 94+07.56
17.07
730.21

existing ℄ is irregular, "L" line is regular resulting in an ambiguity in r/w at sta. 94+07.56

10,099 1-30-85

# LOCATION NARRATIVE REPORT

Brayden Bridge #11C44
Myrtle Creek Road

Prefix:206-1994-901
Coos County

## SCOPE

The purpose of this location survey is to replace the wooden structure over Myrtle Creek, Brayden Bridge. The bridge is located on the Myrtle Creek Road approximately 5 miles south of Bridge in Section 3, T.30 S., R.11 W.

## RIGHT OF WAY

The county requested straightening the existing road alignment. Some additional right of way will be required on the west side of the road and the county is making arrangements with the land owners to acquire this,(some of this area is now in pasture). Also, this would allow traffic to use the existing bridge while the new structure is being built. The new bridge will be located downstream next to the existing bridge. The county will do the filing for the new R/W.

## STATIONING

A P-Line was run with an initial point offset from Bent #6, 24.5 feet downstream from the existing structure centerline. The beginning P-Line Station 94+00 and ending P-Line Station 104+37.4 are also the beginning and ending stations for L-Line. Both lines have been run in the field and referenced. Stationing runs from North to South.

## HORIZONTAL ALIGNMENT

The County Roadmaster requested that the existing alignment be improved. Although the Prospectus did not anticipate any negative R/W impact, the county agreed to acquire R/W. Placing the new bridge upstream from the old structure would require extensive excavation of unstable material on the left from 97+00 to 99+00. This would also require additional R/W. Placing the structure on the downstream side would avoid this excavation and improve alignment, but would require embankment and extending Right of Way on the right from 97+00 to 99+10. The new alignment matches the existing at 94+00 and 103+50. A 14 degree curve was used to join the existing tangent at 95+64.55 to L-Line. This alignment minimizes excavation, requires a small amount of additional R/W and will not interrupt traffic during construction.

## VERTICAL ALIGNMENT

The proposed vertical alignment is basically the same as the existing. This was used to minimize work and to match the ends of the project. A benchmark, a spike in a 24" fir, was set at approximately 101+50 with an assumed elevation of 100.00. A maximum superelevation of .06/ft. was used on the curve. This was determined from the 1984 AASHTO design manual.

## CROSS SECTIONS AND PROFILES

Cross sections were taken at right angles to the P-Line. These extended for approximately 100′ between 98+00 and 101+00 and 50′ at other stations. A profile was run on P-Line in the field. Using this and the cross sections, an L-Line profile was determined. A profile of the streambed was also run. It extended 1000′ upstream and 400′ downstream. Three cross sections were taken of the streambed.

## TYPICAL SECTION

The Typical Section, from the project prospectus, calls for a 10′ travel lane with a 4′ shoulder for a 28′ total width. The subgrade width will be 38′. The surfacing design provided by the surfacing design unit will be an 18" base of 1 1/2"-0 and a 3" leveling course of 3/4"-0. The leveling course will begin at 94+25 and end at 102+00 with a 25′taper at each end.

## STAGING

We suggest the first item of construction be the new bridge. Our proposal provides for removing a 5′ X 28′ section at the southwest corner of the existing bridge and installing temporary guardrail. This will allow room for construction of the abutment and wing wall at Bent #2, at the south end of the new structure. We suggest that once clearing and grubbing is underway the new fence should be installed in a timely manner to prevent the straying of livestock. During the earthwork and 1 1/2" base rock placement, the road will be left open and maintained for traffic. The traffic on this road is very light, 50 A.D.T. Once the leveling course is finished the guardrail construction can begin. When this is completed and the bridge deck is finished the new bridge can be opened to traffic. There will be some ditch work from 98+50 to 99+00 after traffic has been switched over. Obliteration of pertinent existing roadway can then commence.

## TRAFFIC CONTROL & SIGNING

Due to the light A.D.T.the road can remain open to traffic during all phases of construction by maintaining a travel lane sufficient for traffic to safely travel through the jobsite. Flaggers will be needed during certain phases of construction. There are no permanent traffic signs in place now and there does not appear to be a need for any. No provisions were made for any additional signs. We have provided for temporary signing. See supporting data for listing.

## EXISTING STRUCTURE

The bridge is a 5-span wooden structure 92′ long, of the old piling and trestle design. It was constructed in 1956. The two center bents (#3 and #4) are double framed bents and rest on concrete footings.

The end abutments are timber bulkheads and framed bents. A compacted aggregate surface covers the wood decking. The county road throughout this area is unpaved with an average width of 20 feet.

## PROPOSED STRUCTURE

The proposed bridge is a single span precast 26" slab design. The deck is 70' long and 28' wide. The concrete abutments are set on an 80 degree skew from L-Line with wing walls. Class 700 riprap will be placed to protect the slopes at the abutments. This design was decided upon after discussing several alternatives and costs with Tom Lulay in Bridge Design.

## REMOVAL OF STRUCTURES

The existing bridge and old roadway can be removed when traffic is routed onto the new bridge. Two concrete footings at Bent #3 and #4 will need to be removed. Once this is accomplished riprap can be placed around the bents to prevent scouring.

## EARTHWORK

Some of the material for subgrade can be side cast from the existing road. The remaining material can be brought from a county borrow pit which is one half mile north of the bridge. By matching "L" line with the existing centerline at about 103+50 and tapering the subgrade width, excavation from 101+50 to 103+50 was minimized.

## DRAINAGE

The proposed road has a 2% crown. On the curve, the 6% maximum super will produce drainage across the road. The high point of the ditch from 94+00 Lt.to the bridge is at 96+75 Lt. Runoff will be back to the beginning of the job and ahead to the bridge. The existing ditch from 101+40 Rt.to the end of the job will be maintained as it is now utilizing the existing C.M.P. under the driveway. The proposed bridge deck is slightly sloped (-.56%) to help drain the bridge. The existing ditches and grades have been maintained where possible to simplify and minimize work. Our objective was to use the existing drainage design.

## UTILITIES

The only utility that is within the construction area is the telephone cable. Having located the buried cable with the phone company's toning, we know it is buried in the existing ditch from 94+00 Lt. to the bridge. It runs across the bridge in a conduit on the upstream side. From the riser at Sta. 100+20, the cable crosses to the right side of the existing road, then runs along the right side from Sta. 100+25 through the end of the job. A drop also runs from the same point at 100+25 along the road to 101+00 and up the driveway. Both the cable and the drop are 24" to 30" deep through the work area. They should not need to be relocated until just before the old structure is removed.

# SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

| | | | | |
|---|---|---|---|---|
| SECTION<br>Myrtle Creek (Brayden) Bridge | | COUNTY<br>Coos | | SHEET 1 OF 2 |
| KIND OF WORK<br>Bridge Replacement | KEY NUMBER | LENGTH | DATE<br>1/16/85 | NAME<br>Pulzone |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| 1 | Mobilization 1 of 24 | | All | All | 8%<br>LUMP SUM | 12,374.80<br>~~16,202.12~~ |
| 2 | Temporary Protection and Direction of Traffic 2 of 24 | | All | All | 3%<br>LUMP SUM | ~~4,860.62~~<br>4,640. |
| 3 | Temporary Signs 3 of 24 | | Sq.Ft. | 98 | 6.00 | 588.00 |
| 4 | Temporary Guard Rail 4 of 24 | | Lin.Ft. | 50 | 12.00 | 600.00 |
| 5 | Flaggers 5 of 24 | | Hr. | 80 | 17.00 | 1,360.00 |
| 6 | Removal of Structure 6 of | | Sq.Ft. | 1763 | 5.00 | 8,815.00 |
| 7 | Removal of Fence 7 of 24 | | Lin.Ft. | 510 | .75 | 382.50 |
| 8 | Installation of Fence 8 of 24 | | Lin.Ft. | 510 | 2.50 | 1,275.00 |
| 9 | Clearing and Grubbing 9 | | All | All | LUMP SUM | 2,000.00 |
| ~~10~~ | ~~General Excavation~~ Eliminate from Estimate | | ~~Cu.Yd.~~ | ~~900~~ | ~~8.00~~ | ~~7,200.00~~ |
| 11 | Embankment in Place | | Cu.Yd. | ~~1050~~<br>1945 | 8.00 | ~~8,400.00~~<br>15,560.00 |
| 12 | Finishing Roadbed and Slopes | | All | All | LUMP SUM | 1,000.00 |
| 13 | Obliteration of Old Roadway 13 of 24 | | Cu.Yd. | 80.7 | 1.00 | 80.70 |
| 14 | Watering | | M.Gal. | 43 | 10.00 | 430.00 |
| 15 | Aggregate 1¼"-0 | | Ton | 2015<br>~~2620~~ | 10.00 | 20,150<br>~~26,200.00~~ |
| 16 | Aggregate 3/4"-0 | | Ton | 360<br>~~465~~ | 10.00 | 3600<br>~~4,650.00~~ |
| 17 | Structure, Structural Excavation | | All | All | LUMP SUM | 91,000.00 |
| 18 | RipRap, Class 700 | | Cu.Yd. | 20 | 20.00 | 400.00 |
| 19 | Guardrail, Type 3 | | Lin.Ft. | 100 | 28.00<br>~~30.00~~ | 2,800<br>~~3,000.00~~ |
| 20 | Guardrail, Type 2A | | Lin.Ft. | 150 | 12.00 | 1,800.00 |
| 21 | Guardrail Anchors, Type 1 | | Each | 4 | 300.00 | 1,200.00 |
| 22 | Rail End Pieces, Type C | | Each | 4 | 85.00 | 340.00 |
| 23 | Rail Connections to Bridge | | Each | 4 | 325.00 | 1,300.00 |

734-1736 (REV. 2-84)

# SUMMARY--BID SCHEDULE--COST ESTIMATE
## OREGON STATE HIGHWAY DIVISION

| | | | | |
|---|---|---|---|---|
| **SECTION** Myrtle Creek (Brayden) Bridge | | **COUNTY** Coos | | **SHEET** 2 **OF** 2 |
| **KIND OF WORK** Bridge Replacement | **KEY NUMBER** | **LENGTH** | **DATE** 1/16/85 | **NAME** Pulzone |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | | | | Sub Total | | ~~183,083.94~~<br>171,696 |
| | Contingencies - Engineering | | | 20% | | 34,340<br>~~36,616.79~~ |
| | | | | Total | | ~~$219,700.73~~<br>206,036 |

# LOCATION DESIGN

## ASSIGNMENT SHEET and PROJECT DIARY

**Section** Myrtle Creek (Brayden) Br. **Highway** County Road **County** Coos

**Assigned By** Al Hansen **Designer** A. Dean **Date** 2-12-85

**Directions** Review the field location data.

Programmed HBR-C $240,000

Field Estimate $219,700

**Narrative By Designer** This is a bridge replacement and realignment project. The new bridge will be built westerly, down stream from the existing bridge. Realignment is being done at the request of the county roadmaster for improved alignment.

Additional RW will be needed. This is being handled by the County.

No detour will be necessary since after some modification to the SW bridge Corner, it is intended that the existing bridge and roadway be maintained and left open during construction.

After alterations (Eliminated bid item for Gen. Exc. and combined it with emb. in place, updated unit costs, and corrected quantities) to the field estimate ($219,700.73), the estimate is $206,036., $34000 less than the original funding of $240,000

CON [illegible]

November 6, 1984

Coos County Board of Commissioners
Courthouse
Coquille, OR 97423

AGR 4-2

Attention: Mary Ann Wilson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of each of the following agreements:

Construction of the Brayden (Myrtle Creek Road) Bridge.

Construction of the Culver (Myrtle Creek Road) Bridge No. 11C41.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0600(6)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 50052

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/17/84
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Myrtle Creek (Brayden) Bridge #11C44-000-00570 Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including aracheological salvage & utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $25,800
FF $20,640
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 10/12/84, subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 22 '84
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. to
10/22

14. DATE 10/19/84
15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 19, 1984 PRO

Coos County Board
 of Commissioners
Attn: Mr. Bud Perkins
Courthouse
Coquille, OR 97423

Subject: Myrtle Cr. (Brayden) Br.
Coos County
Project #BROS-600(6)

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8278, the County should submit an advance deposit for its share of the preliminary engineering cost.

| | |
|---|---|
| Estimated P.E. Cost | $ 25,800 |
| Less Free Bridge Design & Specs. | (6,000) |
| Less Federal Funds (80%) | (15,840) |
| County's Share (20%) | $ 3,960 |
| County's Share and Advance Deposit | $ 4,000 |

Please submit your advance deposit in the amount of $4,000 so that work may begin on the project. You may use one of the three options described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:bkb
Attachments
bcc: w/AD #8278
 Jack Ayres, Region 3
 Vern Skoog - Please return completed AD #8278 when advance deposit is received.

10,077 10-12-84 J

| | |
|---|---|
| TO: Dale E. Wilken<br>Division Administrator<br>Federal Highway Administration<br>Salem, Oregon 97301 | OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION<br>ADDENDUM TO LOCATION PROSPECTUS AND<br>REQUEST FOR FEDERAL AID<br>PRELIMINARY ENGINEERING AUTHORIZATION |

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. FED. | ROUTE NO. STATE |
|---|---|---|---|---|---|
| Co. Rd., 3.25 mi. S of Bridge<br>"Myrtle Cr. (Brayden) Br. Sec." | 117 | 50052 | BROS-600(6) | Non | Co. Rd. |

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40'

Water Development None Recreation & Historical Areas None

County Coos Code 011 Imp. Code 09

A-95 Review:

State Cl. Ho. ........ Exempt X Date Approved ____

Dist. 7 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Class: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion ____ 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 4.

(2) Included in National Bridge Inventory No. 11C44-000-00570 with SR 3.0.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

| | | |
|---|---|---|
| | TEC NTE | $ 25,800 |
| (80%) | FF | $ 20,640 |
| | STATE | $ 1,200 |
| | Co. | $ 3,960 |

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS: Attached data consists of Parts 1, 2 and 4 of the Project Prospectus and project map.

DDB:bkb Key No. 02600

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 10-12-84 | ORIGINAL SIGNED BY GARY A. POTTER<br>GARY A. POTTER | MANAGER, PROGRAM SECTION |

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Coos Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02600

SECTION MYRTLE CR. (BRAYDEN) BR. #11C44
~~Brayden Bridge Replacement Br. No. 6042~~

REGION 3

Co. Ro.

## SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 6/27/84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $8,000. | $ | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ 300 | $ |
| 902 CITIZEN'S INVOLVEMENT | - | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | - 0 - | |
| 903 LOCAL GOVERNMENT | - | | 918 LOCATION | 500 | | 935 SOILS | 500 | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | 200. | |
| 905 FINAL DESIGN | 2,500 | | 920 PROGRAM MANAGEMENT | 200 | | 937 HYDRAULICS | 1,500 | |
| 906 BRIDGE DESIGN | - | | 921 SPECIFICA-TIONS | 1,500 | | 938 REGION ENVIRONMENT | - | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | 200 | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | - 0 - | | 923 ENVIRONMENTAL SECTION | 2,000 | | 950 TRAINING | -0- | |
| 910 REGION GEOLOGIST | 500. | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | - | |
| 911 TRAFFIC SECTION | -0- | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | 1,500 | | 980 PUBLIC HEARING | - | |
| 913 RIGHT-OF-WAY LIAISON | - | | 927 FREE BRIDGE DESIGN | 5,000 | | 929 Free Br. Spec's | 1,000 | |
| 914 REGION UTIL-ITY LIAISON | 300. | | 932 RAILROAD & UTILITIES | 100 | | | | |

| | | |
|---|---|---|
| TOTALS | $ 25,800 ~~16,000~~ | $ |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications by consultant or State for contract construction of a new structure over Myrtle Creek.

| | | | |
|---|---|---|---|
| PREPARED BY<br>Duane Kirby | DATE<br>6/27/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>6/29/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

STATE OF OREGON
HIGHWAY DIVISION

# INTEROFFICE MEMO
PRO

TO: Memo to the File

DATE: September 26, 1984

FROM: Mike K. Shultz
Rural Program Coordinator

SUBJECT: Brayden (Myrtle Creek Rd.) Bridge #11C44
Coos County
HBR Off-System Funding

The subject project was approved by H.S. Coulter September 18, 1984 as an addition to the Highway Bridge Replacement Program. The subject project is approved as a 1985 Off-Systems Local Project.

No additional right-of-way is anticipated. Preliminary and construction engineering will be provided by the State. The State will provide a bridge design, plans and specifications at no cost to the County under ORS 366.155(K). Enclosed are the Project Prospectus forms for distribution.

MKS:me
Enclosure
cc: Hank Wakerlig - Please add to PCS.
W.F. Cobine - Please program with FHWA.
F.E. Terpin
J.B. Boyd
Don Aman
George Strawn
Cam Gilmour
Cost & Records Spec. (Location)
L.E. George, w/attach.
W.J. Hart, w/attach.
Ron Noble, w/attach.
R. Trygstad, w/attach.
Don Adams, w/attach.
Steve Macnab, w/attach.
J.J. Gix (Region 3)
Jack Ayres (Region 3)

CNA # 8278
9/28/84 EM

Contains Recycled Materials

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: H. S. Coulter
State Highway Engineer

DATE: September 13, 1984

FROM: Gary A. Potter, Manager Gary
Program Section

SUBJECT: Additions to the 1985-1986
Highway Bridge Replacement Program

Morrow County has requested two projects to replace Rhea Creek (Spring Hollow) Bridge. This Bridge is identified as a potential candidate for Historic Preservation and serves only one landowner. In lieu of the Rhea Creek Bridge the County Court requests HBR funding for (Bridges #10905 and #49C19), estimated cost of the two structures is approximately $20,000 greater.

Coos County has requested two additional structures be placed on the Bridge Replacement List for 1985 and 1986. Structures #11C44 and #11C41 have a sufficiency rating (S.R.) of 3.0 and 34.4, respectively, and are on the National Bridge Inventory List.

| JURISDICTION | SECTION | TOTAL FUNDS | FEDERAL FUNDS | LOCAL FUNDS | S.R. |
|---|---|---|---|---|---|
| Morrow Co. | Willow Cr. (Palmateer)<br>Br. #10905<br>HBR OFF-SYSTEM | $187,000 | $149,600 | $37,400 | 38.4 |
| Morrow Co. | Willow Cr. (Hubur)<br>Br. #49C19<br>HBR OFF-SYSTEM | $156,500 | $125,200 | $31,300 | 35.9 |
| Coos Co. | Brayden (Myrtle Cr.<br>Rd.) Br. #11C44<br>HBR OFF-SYSTEM | $226,000 | $180,800 | $45,200 | 3.0 |
| Coos Co. | Culver (Myrtle Cr.<br>Rd.) Br. #11C41<br>HBR ON-SYSTEM | $236,000 | $188,800 | $47,200 | 34.4 |

Regions 3 and 5, the Bridge Section and this Office have investigated the proposed projects, confirming its validity and financing and request you authorize these projects for the 1985 and 1986 Program years under delegated authority.

APPROVED BY:
H S Coulter
State Highway Engineer

Date 9/18/84

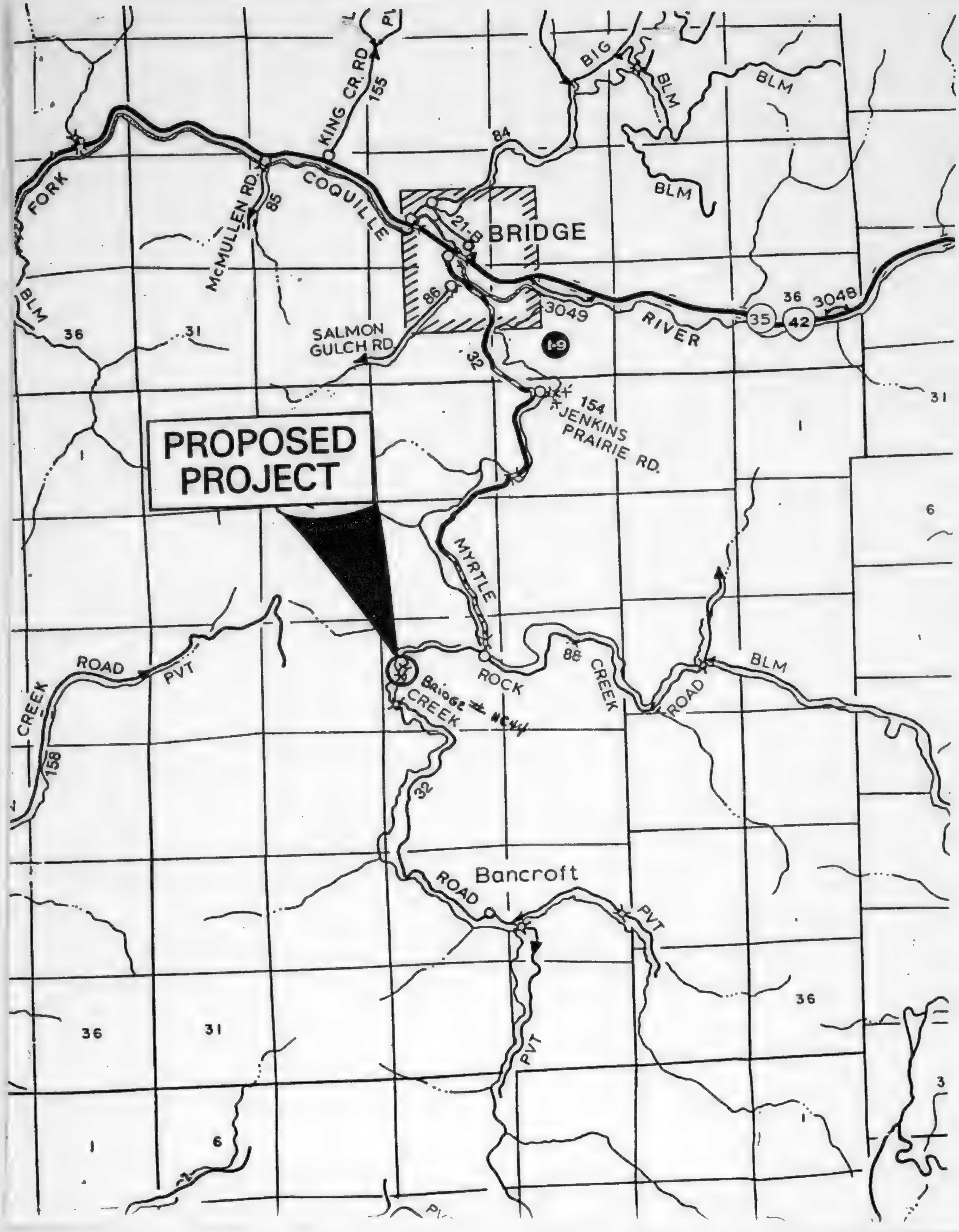
orig Gormsen
cy. Potter
acctg.
Files
9-18

MKS:pf

RECEIVED
STATE HWY ENGR
SEP 14 '84
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

Contains Recycled Materials

1-125-1387



PROPOSED PROJECT
BRIDGE
21-B
Bridge # MC44
FORK
COQUILLE
RIVER
McMULLEN RD.
85
KING CR. RD.
155
84
BIG
BLM
BLM
BLM
BLM
86
SALMON GULCH RD.
3049
32
1-9
154
JENKINS PRAIRIE RD.
35
42
36
3048
31
36
31
1
1
6
MYRTLE
ROCK
CREEK
88
CREEK
ROAD
BLM
ROAD
PVT
CREEK
158
32
Bancroft
ROAD
PVT
PVT
36
31
36
1
6
1
3

02600 J

# FEDERAL AID PROJECT REQUEST

Date September 11, 1984

Applicant Agency Coos County

Request for: Off-System X , FAS-C____, FAUS____ Project

Federal Aid Route No.________ Route Name Myrtle Creek Road

Project Name Brayden Bridge Replacement

Project Length 500'    Project Location (Attach sketch map)

Project Description Location is approximately 5.4 miles southerly from Bridge Oregon. The project will be to remove the existing structure and construct a new concrete structure in approximately the same location.

Average Daily Traffic 50    Design Speed 40 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width 18'    Travel Lanes 9'    Shoulders 0'

Medians no    Parking no

Sidewalks no

Remarks________

### 2. Desired Roadway Cross Section: (Attach sketch)

Width 20'    Travel Lanes 10'    Shoulders 2'

Medians no    Parking no

Curbed no    Length Curb Radii no

Sidewalk/Bikeway no

Remarks________

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width 40'    Minimum________    Maximum________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________ No X

3. Will additional right-of-way be needed? Yes________ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No________
Remarks________

## III. TRAFFIC CONTROL DATA

### 1. Existing Signalization and Location:

Bridge and speed signing

02600

2. **Proposed Signalization:**

Location where needed

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in project

4. **Permanent Striping:**

Include in project or by applicant? n/a

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

n/a

2. **Proposed Illumination:**

Location n/a

Type

Remarks

## V. STRUCTURE DATA

1. **Existing Structure:**

Location at MP 5.37 on Myrtle Creek County Road

Type piling and trestle bridge

Approach Roadway Width 18' Shoulder Width 0

Length 90' Width 20'

To remain in place? no

2. **Proposed Structure:**

Location same as above

Approximate Size: Length 80±' Width 28'

02600

Are sidewalk/bikeways desired: not needed on this project

Are any utilities to be attached to structure? not know at this time

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? not know at this time

Remarks

## VI. RAILROAD-DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — COOS COUNTY
   Office
2. Environmental — COOS COUNTY
   Office
3. Public Hearing — COOS COUNTY
   Office

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State x or Consultant [illegible]

02600

2. Project construction engineering to be performed by:

Applicant________ State X or Consultant ________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X
If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 40,000 |
| Right-of-way costs (if participating) | 0 |
| Traffic control | 25,000 |
| Illumination | 0 |
| Structures | 125,000 |
| Railroad | 0 |
| Other Engineer & Cont. | 50,000 |
| Preliminary engineering | 16,000 |
| PROJECT TOTAL | $ 256,000 |

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Coos COUNTY

By________ By Robert Emmett

By________ By Jack W. Beebe

By Doc Stevenson

02600

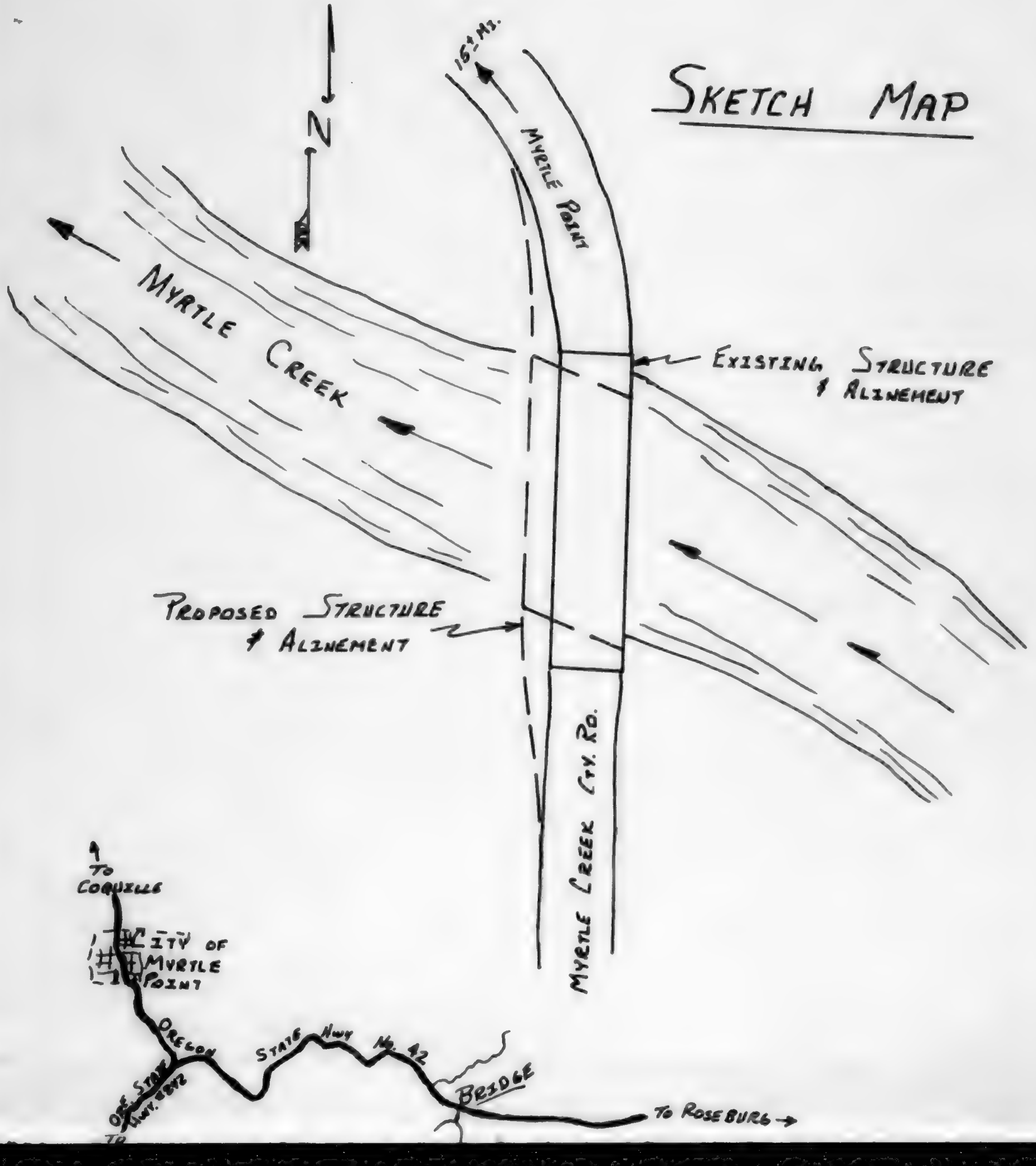
# BRAYDEN BRIDGE REPLACEMENT

COOS COUNTY, OREGON

BRIDGE LOCATED ON MYRTLE CREEK COUNTY ROAD

DATE: FEB. 1984 PREP. BY: R.R.L.

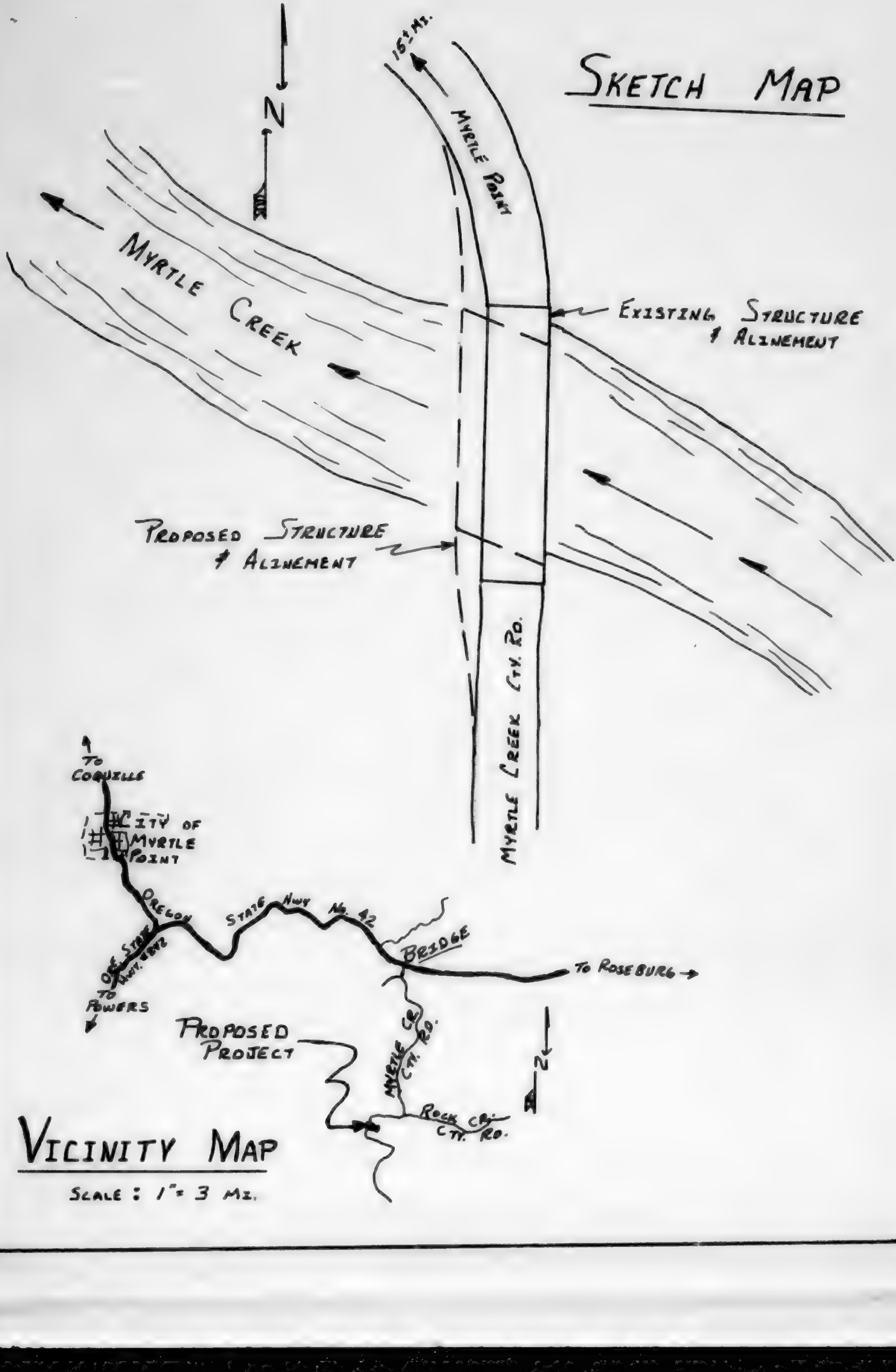
## SKETCH MAP


N
15± MI.
MYRTLE POINT
MYRTLE CREEK
EXISTING STRUCTURE & ALINEMENT
PROPOSED STRUCTURE & ALINEMENT
MYRTLE CREEK CTY. RD.
TO COQUILLE
CITY OF MYRTLE POINT
OREGON STATE HWY NO. 42
OR. STATE HWY. 42S
TO
MYRTLE CREEK
BRIDGE
TO ROSEBURG →

# COOS COUNTY, OREGON

BRIDGE LOCATED ON MYRTLE CREEK COUNTY ROAD

DATE: FEB. 1984 PREP. BY: R.R.L.



SKETCH MAP

N
15± MI.
MYRTLE POINT
MYRTLE CREEK
EXISTING STRUCTURE & ALINEMENT
PROPOSED STRUCTURE & ALINEMENT
MYRTLE CREEK CTY. RD.
TO COQUILLE
CITY OF MYRTLE POINT
OREGON STATE HWY NO. 42
ORE. STATE HWY. NO. 42
TO POWERS
BRIDGE
TO ROSEBURG →
PROPOSED PROJECT
MYRTLE CR. CTY. RD.
ROCK CR. CTY. RD.
N

VICINITY MAP

SCALE: 1" = 3 MI.

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Coos Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02600

REGION 3

SECTION Myrtle Creek (Brayden) Bridge #11C44

Co. Ro.

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 206-1994

DATE 6/27/84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 8,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 300 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 500 | 935 SOILS | | 500 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 200 |
| 905 FINAL DESIGN | | 2,500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 1,500 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 1,500 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 2,000 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 500 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 1,500 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | 5,000 | 929 Free Br. Specs. | | 1,000 |
| 914 REGION UTILITY LIAISON | | 300 | 932 RAILROAD & UTILITIES | | 100 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 25,800 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS-0600(6)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications by consultant or State for contract construction of a new structure over Myrtle Creek.

**PROGRAM SECTION**

MANAGER ____ RESOURCE UNIT ____

FA UNIT ____ PROGRAM UNIT ____

NOV 13 1984

REFER TO ____

R/D ____ ACT ____ REPLY ____

DISC ____ INFO ____ FILE ____

Approved by St. Hwy. Engr. 9-18-84.

| | | | |
|---|---|---|---|
| PREPARED BY<br>Duane Kirby | DATE<br>6/27/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>10/15/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>6/29/84 | APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE<br>10/16/84 |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE<br>10/12/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>10-17-84 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 — ROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02600

#11C44 0032 00100

SECTION: BRAYDEN BRIDGE REPLACEMENT Br. No. ~~6C43~~

REGION: 3

| | | | |
|---|---|---|---|
| STATE HIGHWAY # | HIGHWAY NAME<br>Myrtle Creek Road | MILE POST FROM 5.3 TO 5.4 | LENGTH<br>500' |
| ☐ URBAN<br>☒ RURAL | CITY<br>Myrtle POint | COUNTY<br>Coos | ROAD/STREET NAME<br>Myrtle Creek Road |
| ROUTE #<br>32 | FEDERAL AID #<br>none | APPLICANT (IF OTHER THAN STATE)<br>Coos County | |

| COST ESTIMATES (000's) | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ 16 |
| RIGHT OF WAY | | $ 0 |
| ROADWAY | $ 40 | |
| STRUCTURES | $ 101 ~~125~~ | |
| SIGNALS | $ 0 | |
| ILLUMINATION | $ 0 | |
| TEMPORARY PROTECTION | $ 25 | |
| REMOVE EXIST STRUCTURE | $ ~~0~~9 | |
| 20% ~~40%~~ ENGINEERING & CONTINGENCIES | $ 35 ~~50~~ | |
| TOTAL CONSTRUCTION | | $ 210 ~~240~~ |
| TOTAL ESTIMATE | | $ 226 ~~256~~ |

| PROJECT DATA | | |
|---|---|---|
| GRADING | (✓) | X |
| PAVING | (✓) | X |
| STRUCTURES | (✓) | X |
| SIGNING | (✓) | |
| SIGNALS | (✓) | |
| ILLUMINATION | (✓) | |
| | | |
| ENVIRONMENTAL CLASS | (1,2,3) | 3 |
| DESIGN CATEGORY | (1-7) | 7 |
| WORK TYPE | (1-12) | 5 |

| RIGHT OF WAY | | |
|---|---|---|
| FILES | (#) | |
| ACRES | (#) | 0 |
| RELOCATIONS | (#) | NO |

| WORK BY STATE/CONSULTANT/APPLICANT | | |
|---|---|---|
| PRELIMINARY ENGINEERING | (S,C,A) | S, ~~A~~ |
| CONSTRUCTION ENGINEERING | (S,C,A) | S, ~~A~~ |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | S ~~C~~ |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | S |

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) / | RECOMMENDED FUNDING SOURCE<br>HBR-OS | RECOMMENDED PROGRAM YEAR |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | - | - |
| BIKE PATH (Y/N) | no | no |
| AVERAGE DAILY TRAFFIC | 50 | 50 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | |

DEFINE THE PROBLEM

The existing structure is an old piling and trestle bridge and due to the normal life expectency of this type of bridge it is time to replace it.

CC Prog Sec.
Fed Aid
Loc Prog
[illegible]
[illegible]

PROPOSED SOLUTION

Remove existing structure and replace with a new concrete and steel structure.

REQUESTED, REGION ENGINEER
X
DATE 6/29/84

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X
DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X
DATE

TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING

734-1911 (7-82)

## GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

## SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

**SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY** and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

**COST ESTIMATES** — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

**PROJECT DATA** — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

**RIGHT OF WAY** — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

**WORK BY** and **CONSTRUCTION BY** are self-explanatory.

**FINANCING/PROGRAMMING** — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

**EXISTING & PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

**DEFINE THE PROBLEM** — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

**PROPOSED SOLUTION** — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

# PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION | KEY ID # 02600 |
| | REGION 3 |

## PROJECT JUSTIFICATION

The Brayden Bridge is a piling and trestle bridge located on an access road for residence, farms and timber harvest. The existing structure was constructed in 1956 and in 1973 an approach span was constructed. Maintenance has been preformed on the structure, but the existing structure is nearing the point in time at which it will need replacement.

This bridge is needed for access to the residence, forms and timber harvest, plus the access to a recreational area. It is thought at this point in time that the proposed bridge will be constructed at or very near the same location of the existing birdge.

SR 781

## ADMINISTRATION RECOMMENDATION

## INSTRUCTIONS

**PROJECT JUSTIFICATION**

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

**ADMINISTRATION RECOMMENDATION** will be completed in Salem.

# PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02600

SECTION BRAYDEN BRIDGE REPLACEMENT

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | | SIGNS (PERMANENT) | S/C | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | A | STRIPING (PERMANENT) | A | LANDSCAPING | N | CONDITIONAL USE | A | SENSITIVE LAND | A |
| PHOTOGRAMMETRY | A | PROJECT SIGNING | A | IRRIGATION | N | FLOOD PLAIN | A | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | S | DETOUR | S/C | BORROW SOURCE | N | CORPS OF ENGINEERS | A | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | A | ILLUMINATION | S/C | MATERIAL SOURCE | N | COAST GUARD | A | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S/C | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | A | SECTION 106 | |
| VICINITY MAP | S/C | RR PROTECTION | N | LOCAL AGREEMENT | A | GEOLOGY AND MINERALS | A | NOISE STUDY | A |
| SOILS INVESTIGATION | S/C | RR SEPARATION | N | NAVIGABLE STREAM | A | BUILDING | N | SECTION 4(F) | |
| HYDRAULIC STUDY | S/C | RR ENCROACHMENT | N | ▨ | | SIGNALS | A | OLD (#) <br> NEW (#) | |

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

UTILITIES A (LIST BELOW)

COMPANIES

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | S | EASEMENTS (#) | S | ACCESS CONTROL (Y/N) | N | DESIGN SPEED 40 MPH | DESIGN STANDARDS 40' MPH |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | 0 | | | 10 | - | 10 | | | 0 | | | | |
| | | | | | | | | × | | | | | | | | |

## PROPOSED

| SUGGESTED BASE DESIGN | | | | | |
|---|---|---|---|---|---|
| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
| | | | | | |
| | | | | | |

| STRUCTURE DATA | | | | | | | |
|---|---|---|---|---|---|---|---|
| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
| BRIDGE 1 | 80±' | 28±' | 101 <br> ~~256~~ | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02600

SECTION
Brayden Bridge

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

The bridge and road design hasn't been completed at this time, but it isn't anticipated that additional right-of-way will be needed, thus there shouldn't be any negative right-of-way impact.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Replacement of the bridge will allow for the continued provision of access to the residences, farms and forest land along Myrtle Creek. The project is consistent with the Coos County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The work proposed is the replacement of a bridge due to the existing wood structure deteriorating The safety for the traveling public will be improved and the traffic volume and flow pattern isn't expected to change, thus there shouldn't be any negative impact.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

During contruction of the replacement bridge, some minor impact to the Myrtle Creek is expected. The completed bridge is not expected to have a significant impact on wetlands, threatened or endangered species or other natural ecological resources.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Replacement of the existing bridge is not expected to produce any significant impact on parks, historic properties or other cultural or scenic resource's.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) — This project is a bridge replacement. Minimal potential for impacts to all phases.

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X Rodney R. [illegible] | | |

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

KEY ID# 02600

SECTION
Brayden Bridge Replacement Br. No. 6C43

REGION 3

## SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 6/27/84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $8,000. | $ | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | – | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | – | | 918 LOCATION | | | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | 200. | |
| 905 FINAL DESIGN | | | 920 PROGRAM MANAGEMENT | | | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | | 938 REGION ENVIRONMENT | – | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | – | |
| 910 REGION GEOLOGIST | 500. | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | – | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | – | |
| 913 RIGHT-OF-WAY LIAISON | – | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | 300. | | 932 RAILROAD & UTILITIES | | | | | |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

| | | |
|---|---|---|
| TOTALS | $ 16,000 | $ |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications by consultant or State for contract construction of a new structure over Myrtle Creek.

| | | | |
|---|---|---|---|
| PREPARED BY<br>Duane Kirby | DATE<br>6/27/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>6/29/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

10,099

Coos Co

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Coos Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02600

SECTION Myrtle Creek (Brayden) Bridge #11C44

REGION 3

Co. Ro.

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 206-1994

DATE 6/27/84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 8,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 300 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 500 | 935 SOILS | | 500 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 200 |
| 905 FINAL DESIGN | | 2,500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 1,500 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | 1,500 | 938 REGION ENVIRONMENT | | |
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| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 1,500 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | 5,000 | 929 Free Br. Specs. | | 1,000 |
| 914 REGION UTIL-ITY LIAISON | | 300 | 932 RAILROAD & UTILITIES | | 100 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 25,800 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS-0600(6)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications by consultant or State for contract construction of a new structure over Myrtle Creek.

1 Versteeg ✓
Anderson
2 Edwards ✓
3 Trout
Wakerlig

RECEIVED
NOV 13 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Approved by St. Hwy. Engr. 9-18-84.

| | | | |
|---|---|---|---|
| PREPARED BY<br>Duane Kirby | DATE<br>6/27/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>10/15/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>6/29/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE<br>[illegible] |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE<br>10/12/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>10-17-84 | |

734-1914 (7-82)

## PROJEC PROSPECTUS
### PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

S.R. = 3.0

| | | | |
|---|---|---|---|
| SECTION | Myrtle Creek (Brayden) Bridge #11C44 ~~No. 6643~~ 003200100 | KEY ID # | 02600 |
| | | REGION | 3 |

| STATE HIGHWAY # | HIGHWAY NAME | MILE POST | LENGTH |
|---|---|---|---|
| | Myrtle Creek Road | FROM 5.3 TO 5.4 | 500' |

| ☐ URBAN<br>☒ RURAL | CITY | COUNTY | ROAD/STREET NAME |
|---|---|---|---|
| | ~~Myrtle POint~~ | Coos | Myrtle Creek Road |

| ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) |
|---|---|---|
| 32 | none | Coos County |

**COST ESTIMATES (000's)**

| | |
|---|---|
| PRELIMINARY ENGINEERING | $ 16 |
| RIGHT OF WAY | $ 0 |
| ROADWAY | $ 40 |
| STRUCTURES | $ 101 ~~125~~ |
| SIGNALS | $ 0 |
| ILLUMINATION | $ 0 |
| TEMPORARY PROTECTION | $ 25 |
| REMOVE EXIST STRUCTURE | $ ~~0~~9 |
| ~~40%~~ ENGINEERING & CONTINGENCIES | $ ~~35~~ 65 ~~50~~ |
| TOTAL CONSTRUCTION | $ 240 ~~240~~ |
| TOTAL ESTIMATE | $ ~~[illegible]~~ ~~256~~ |

**PROJECT DATA**

| | |
|---|---|
| GRADING (✓) | X |
| PAVING (✓) | X |
| STRUCTURES (✓) | X |
| SIGNING (✓) | |
| SIGNALS (✓) | |
| ILLUMINATION (✓) | |
| | |
| ENVIRONMENTAL CLASS (1,2,3) | 3 |
| DESIGN CATEGORY (1-7) | 7 |
| WORK TYPE (1-12) | 5 |

**RIGHT OF WAY**

| | |
|---|---|
| FILES (#) | |
| ACRES (#) | 0 |
| RELOCATIONS (#) | NO |

**WORK BY STATE/CONSULTANT/APPLICANT**

| | |
|---|---|
| PRELIMINARY ENGINEERING (S,C,A) | S ~~A~~ |
| CONSTRUCTION ENGINEERING (S,C,A) | S ~~A~~ |
| RIGHT OF WAY DESCRIPTIONS (S,C,A) | C |
| RIGHT OF WAY ACQUISITIONS (S,C,A) | S |

**CONSTRUCTION BY**

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) | RECOMMENDED FUNDING SOURCE | RECOMMENDED PROGRAM YEAR |
|---|---|---|---|
| | / | HBR-OS | |

**RECOMMENDED PROGRAM REVISIONS**

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | - | - |
| BIKE PATH (Y/N) | no | no |
| AVERAGE DAILY TRAFFIC | 50 | 50 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | |

DEFINE THE PROBLEM

The existing structure is an old piling and trestle bridge and due to the normal life expectency of this type of bridge it is time to replace it.

cc Prog. sec.
Fed Aid
Loc. Prog
Loc Bridge

PROPOSED SOLUTION

Remove existing structure and replace with a new concrete and steel structure.

| | |
|---|---|
| REQUESTED, REGION ENGINEER<br>X Bob | DATE<br>6/29/84 |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE |

| TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |
|---|---|---|
| | | |

## PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

|  |  |
|---|---|
| SECTION<br>Myrtle Creek (Brayden) Bridge #11C44 | KEY ID #<br>02600 |
|  | REGION<br>3 |

### PROJECT JUSTIFICATION

The Brayden Bridge is a piling and trestle bridge located on an access road for residence, farms and timber harvest. The existing structure was constructed in 1956 and in 1973 an approach span was constructed. Maintenance has been preformed on the structure, but the existing structure is nearing the point in time at which it will need replacement.

This bridge is needed for access to the residence, forms and timber harvest, plus the access to a recreational area. It is thought at this point in time that the proposed bridge will be constructed at or very near the same location of the existing birdge.

SR 88±

### ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

# PROJECT PROSPECTUS
## PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # [illegible]

SECTION Myrtle Creek (Brayden) Bridge #11C44

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | | SIGNS (PERMANENT) | S/C | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | A | STRIPING (PERMANENT) | A | LANDSCAPING | N | CONDITIONAL USE | A | SENSITIVE LAND | A |
| PHOTOGRAMMETRY | A | PROJECT SIGNING | A | IRRIGATION | N | FLOOD PLAIN | A | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | S | DETOUR | S/C | BORROW SOURCE | N | CORPS OF ENGINEERS | A | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | A | ILLUMINATION | S/C | MATERIAL SOURCE | N | COAST GUARD | ~~A~~ N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S/C | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | A | SECTION 106 | N |
| VICINITY MAP | S/C | RR PROTECTION | N | LOCAL AGREEMENT | A | GEOLOGY AND MINERALS | A | NOISE STUDY | A |
| SOILS INVESTIGATION | S/C | RR SEPARATION | N | NAVIGABLE STREAM | A | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S/C | RR ENCROACHMENT | N | ▨ | | SIGNALS | A | OLD (#) | NEW (#) |

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

UTILITIES A (LIST BELOW)

COMPANIES

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | S | EASEMENTS (#) | S | ACCESS CONTROL (Y/N) | N |

DESIGN SPEED 40 MPH

DESIGN STANDARDS ~~40 MPH~~ AASHTO

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| | | | | 0 | | | 10 | - | 10 | | | 0 | | | | |
| | | | | 4' | | | 10' | | 10 | | | 4 | | | | |
| **PROPOSED** | | | | | | | | | | | | | | | | |

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 80±' | 28±' | ~~256~~ 101,000 | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date 10/12/84

734-1912 (7-82)

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02600

SECTION Myrtle Creek (Brayden) Bridge #11C44

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

The bridge and road design hasn't been completed at this time, but it isn't anticipated that additional right-of-way will be needed, thus there shouldn't be any negative right-of-way impact.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Replacement of the bridge will allow for the continued provision of access to the residences, farms and forest land along Myrtle Creek. The project is consistent with the Coos County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The work proposed is the replacement of a bridge due to the existing wood structure deteriorating The safety for the traveling public will be improved and the traffic volume and flow pattern isn't expected to change, thus there shouldn't be any negative impact.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

During contruction of the replacement bridge, some minor impact to the Myrtle Creek is expected. The completed bridge is not expected to have a significant impact on wetlands, threatened or endangered species or other natural ecological resources.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Replacement of the existing bridge is not expected to produce any significant impact on parks, historic properties or other cultural or scenic resource's.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

This project is a bridge replacement. Minimal potential for impacts to all phases.

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

| | | |
|---|---|---|
| PREPARED BY<br>X | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |

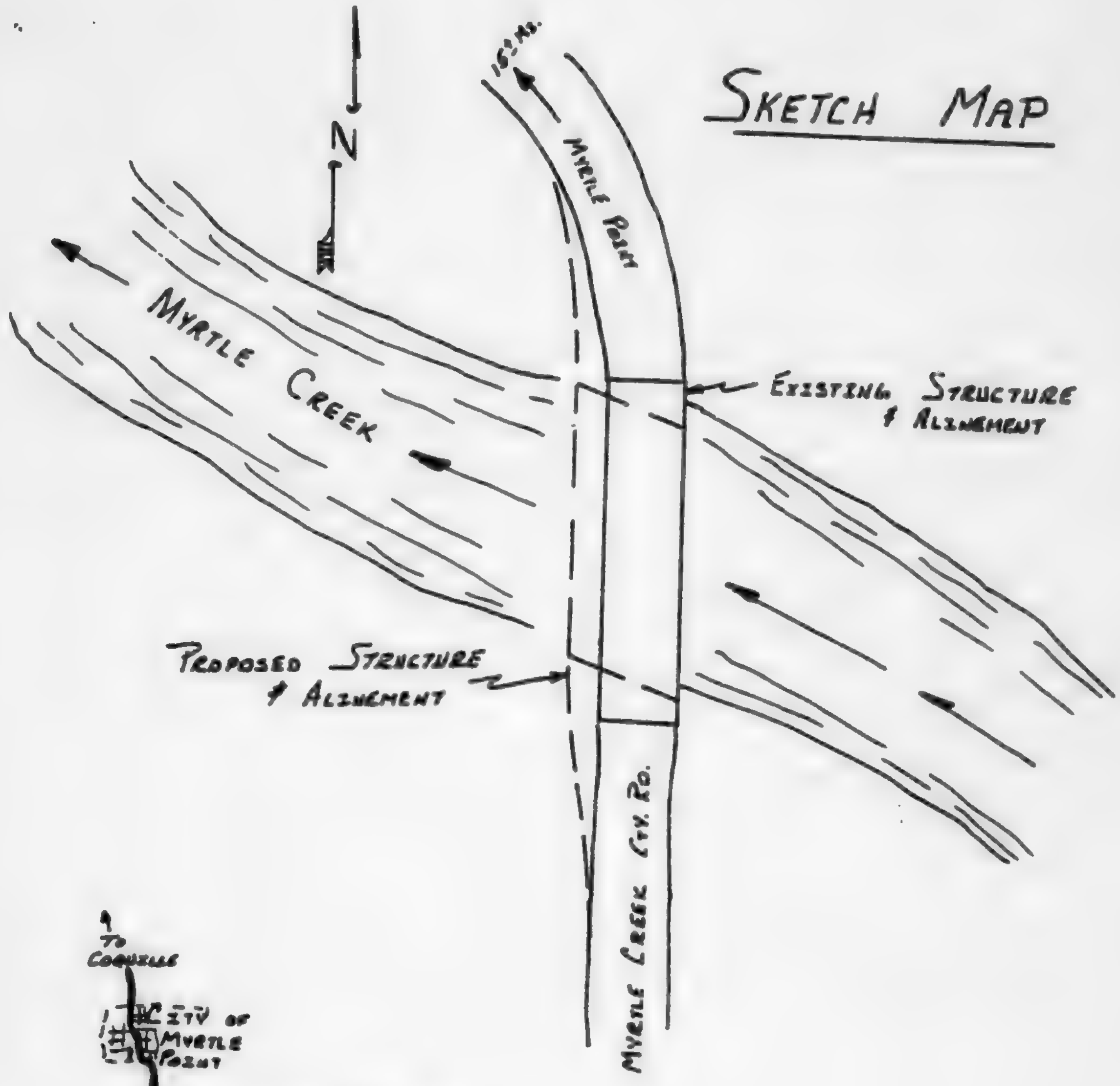
02600

# BRAYDEN BRIDGE REPLACEMENT

COOS COUNTY, OREGON

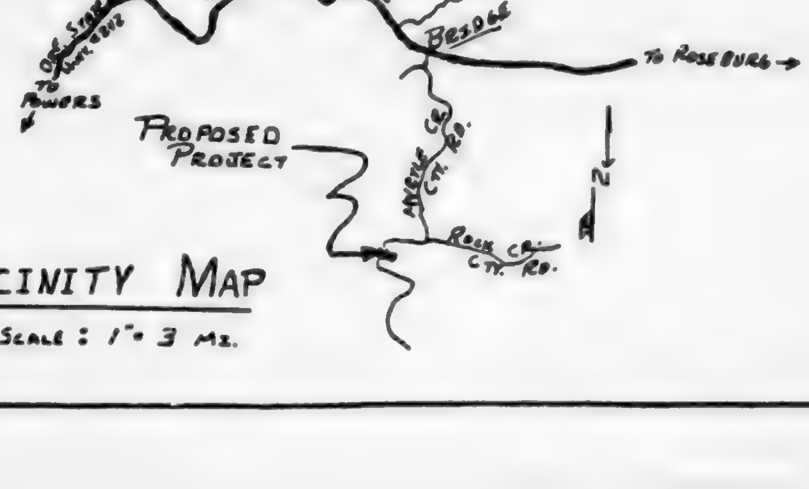
BRIDGE LOCATED ON MYRTLE CREEK COUNTY ROAD

DATE: FEB. 1984 PREP BY: R.R.L.



## SKETCH MAP

N
15± MI.
MYRTLE POINT
MYRTLE CREEK
EXISTING STRUCTURE & ALINEMENT
PROPOSED STRUCTURE & ALINEMENT
MYRTLE CREEK CTY. RD.



TO COQUILLE
CITY OF MYRTLE POINT
OREGON STATE HWY NO. 42
ORE. STATE HWY. 242
TO POWERS
BRIDGE
TO ROSEBURG →
PROPOSED PROJECT
MYRTLE CR. CTY. RD.
ROCK CR. CTY. RD.
N

## VICINITY MAP

SCALE: 1" = 3 MI.

1985 Myrtle Grove Slide Section 10,100
of the Dillard Highway.
(Slide correction)

BI

J

U.S. Department of Transportation
**Federal Highway Administration**

# FINAL ACCEPTANCE REPORT

STATE COPY

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Douglas | DIVISION<br>Oregon |
| DATE OF REPORT<br>3-9-88 | REPORT MADE BY<br>Richard R. Arnold, Area Engineer | | PROJECT NO.<br>F-53(2) |
| COMPLETION DATE (Actual)<br>9-29-86 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>12-15-87 | TIME ELAPSED<br>96 % | CONTRACT TIME<br>400 CD |

LOCATION

Myrtle Grove Slide
Dillard Highway
Slide Correction

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

The final estimated cost of this project is $724,533.83.

A total of 386.5 calendar days were used in completing the work as compared to the 400 calendar days allowed under the contract. No liquidated damages were assessed.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

A statement of overruns and underruns is attached to the Division Office copy of this report.

The overall project costs underran the original authorized by approximately 25% due to a redesign necessary to avoid changing stream flow characteristics.

# # # # #

RECEIVED
TATE HWY ENGR
MAR 16 '88
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

NOTED
N. E. SCHWARTZ Oj
3/21

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Richard R. Arnold | | SIGNATURE John T. Price | |
| TITLE<br>Area Engineer (Area 3) | DATE<br>3/9/88 | TITLE<br>District Engineer B | DATE<br>3/16/88 |

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

10,100

January 7, 1988

CON 5 - 10,100

Fidelity and Deposit Company of Maryland
P. O. Box 489
Portland, OR 97207

On December 23, 1987, we wrote to you concerning release of final payment on Contract No. 10,100 awarded to Roseburg Paving Co. for work on the Myrtle Grove Slide Section of Dillard Highway in Douglas County.

Final payment on this contract is $49,929.47 and the total contract amount is $682,666.49. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Roseburg Paving Co.
P. O. Box 1427
Roseburg, OR 97470

Fidelity and Deposit Company of Maryland
P. O. Box 1227
Baltimore, MD 21203

bc: C. O. Fredrickson
Walt Hart
James Gix

10,100.

**STATE OF OREGON**

Contract Payments 378-6594

## INTEROFFICE MEMO

FILE: CON 5
10100

TO: Commission Services

DATE: December 15, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10100, On Site Work Substantially Completed September 29, 1986

All Work Completed October 5, 1987

Project Myrtle Grove Slide

Highway Dillard

County Douglas

Type of Work Slide Correction

Contractor Roseburg Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
DEC 16 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Surety letter written 12-23-87.

10 F

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# WEE Y REPORT FOR CONSTRUCTION PF ECTS

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>Myrtle Grove Slide | | WEEK ENDING<br>11/29/86 |
| | | CONTRACT NO<br>10100 |
| HIGHWAY<br>Dillard | COUNTY<br>Douglas | F A PROJECT NO<br>F-53(2) |
| CONTRACTOR<br>Roseburg Paving Company | KIND OF WORK<br>Slide Correction | DATE OF AWARD<br>08/01/85 |
| PROJECT AUTHORIZATION | ENGINEERING | FIRST NOTIFICATION DATE<br>06/13/86 |
| CURRENT AUTHORIZATION $ 963,856.76 | AUTHORIZATION $ 76,492.27 | ESTIMATED DATE OF COMPLETION, OR<br>09/20/86 |
| ESTIMATED PROJECT COST $ 849,213.00 | COST THIS WEEK $ 440.00<br>TOTAL TO DATE $ 39,770.00 | SECOND NOTIFICATION DATE AND<br>09/29/86 |
| ESTIMATED PERCENT XXXX/UNDERRUN 11.9 % | PERCENT OF AUTHORIZATION 51 % | ESTIMATED SEMIFINAL SUBMITTAL DATE<br>10/24/86 |

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| ALL | / / | 400 | 391.0 | 97 | YES |
| | / / | 0 | 0.0 | 0 | |
| | / / | 0 | 0.0 | 0 | |
| | / / | 0 | 0.0 | 0 | |

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100%

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 0 | 5,100 TN | 1,500 | | | |
| EST. CORRECTED QUANTITIES | 0 | 5,100 TN | 1,500 | | | |
| EST. PERFORMED TO DATE | 0 | 0 TN | 0 | | | |
| PERCENT PERFORMED TO DATE | 0 | 0 | 0 | 0 | 0 | 0 |

ACTIVITIES THIS WEEK:

Contract work complete.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Project complete.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Final Inspection 10/29/86.
Final weekly report.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
John Read
John Read

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,100

1859

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.
CON 5
10100

DATE: October 8, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-53(2)

Contract 10100, Work Completed September 29, 1986

Project Myrtle Grove Slide

Highway Dillard

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 29, 1986

for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
OCT 21 '86
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

L. W. RULIEN

RECEIVED
OCT 09 1986
OREGON DIVISION

jc cc: D (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

## INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
SEP 24 '86
REFER TO
Fredrickson
FOR
Inf Inv R/D D/R Sign Act File

jg
9/29

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Douglas | DIVISION<br>Oregon |
| IN COMPANY WITH<br>John Read, Project Manager; OSHD | | | |
| DATE OF INSPECTION<br>9-16-86 | INSPECTION MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>~~Oregon~~ F-53(2) |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>92 % | WORK COMPLETED<br>99 % |

### MYRTLE GROVE SLIDE
### DILLARD HIGHWAY
### Slide Correction

Work completed under this project consisted of the construction of roadbed grading, aggregate base and asphalt concrete pavement; stabilization of slide, construction of riprap and granular embankment; and installation of guardrail and delineators. A contract in the amount of $822,213 was awarded Roseburg Paving Company on 8-1-85. Contract work began on 6-13-86 and was completed in reasonably close conformance with the approved plans and specifications, except for required seeding and mulching, on 9-13-86 at a final estimated cost of $790,533.98 which includes $684,387.50 for original bid item work, $62,717.21 for price agreement work, $3,000 for State force work and approximately $76,429.98 for engineering cost to date.

A total of 370.5 calendar days were used as compared to the 400 calendar days provided by the contract. All major or significant overruns and underruns will be covered in the final acceptance report. Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with the approved plans and specifications.

Because of encroachment of the rock embankment on the river, the typical section was revised during construction which resulted in a 15,000 c.y. reduction in the buttress fill material. A notice of claim has been received from the contractor relative to the reduction in this bid item. The State is presently reviewing the problem.

Based on the results of this inspection final acceptance of the contract work, subject to final seeding and mulching, is recommended.

- WNB -

NOTED
W. E. SCHWARTZ

Form FHWA-1446A
(Rev. 2-84)

**STATE OF OREGON**
Highway Division - Region 3

**INTEROFFICE MEMO**
440-3399

RECEIVED
STATE HWY ENGR
JUL 21 '86
REFER TO
FOR
| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: July 11, 1986

FROM: James J. Gix
Region Engineer

SUBJECT: Myrtle Grove Slide

On this date, I instructed our Project Manager, John Read, to notify the contractor that we would abandon all buttress work beyond Station 817. Dave Bryson, our Hydraulics Engineer, informs me that construction of the buttress as designed beyond this point will cause a diversion of the channel of the South Umpqua River resulting in a serious loss of river gravels on the east side of the river. He will make a report on this matter outlining the scope of that problem.

The corrective work beyond this point goes beyond the original scope of the project. At this time, I am unconvinced that there is any reasonable cost benefit to support the construction alternatives that would avoid river diversion. ?

jjg/sh

cc: C. O. Fredrickson
John Read
Ed Johnsen
Jim Bilderback

NOTED
W. E. SCHWARTZ

✓cc W E Schwartz — After review with Bryson and Mochan, Aldrich modified the Typical Section sufficiently to resolve the problem at essentially the same costs. Basically the contract typical is still being followed sufficiently that no documentary PA is required according to Aldrich

cc Bob Aldrich
J Wimer

cy - Gix.

RECEIVED
HWY ENGR
JUL 15 '86
REFER TO to Fredrickson
FO
| Info | Inves | R/D | D/R | Sign | Act |
|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |

Orig
8/7

CE — CAE —
COE ✓ OM —
OE —
CA —
CAM —
EEC
RECEIVED
JUL 18 1986
CONSTRUCTION SECTION
SPC — TC —
SA — CC —
FE — CP —
PQC —
CCS —
FILE —

81-123-1307

10,1[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

January 9, 1986

In Reply Refer to
File No.:
CON: 5

Mr. Steve Loosley
Roseburg Paving Company
P.O. Box 1427
Roseburg, OR 97470

RE: Myrtle Grove Slide
OSHD Contract #10,100

Your firm is authorized to proceed with the drilling and shooting on the above referenced project using your own crews and equipment.

Your affirmative steps to involve Greg Valle and Sons, a Disadvantaged Business Enterprise in this work through our assigned DBE goals, were very commendable. The capabilities of this firm are unique as the only certified DBE/WBE with this expertise.

I am satisfied that every possible alternative to assist Rene Valle in obtaining insurance for this work has been exhausted. I do appreciate your willingness to seek another DBE flagging subcontractor and further suggest that contact be made with Costa Pacifica of North Bend.

Thomas Jones Jr., Manager
EEO, MBE and Labor Compliance

NOTED
W. E. SCHWARTZ

TJ:sc

cc: Larry Rulien
W.E. Schwartz ✓
C.O. Fredrickson
Larry Lindley
Jim Gix
Jan Somers, PTS

01093s

RECEIVED
STATE HWY ENGR
JAN 10 '86
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

734-2023 (2-85)

10,100

# STATE COPY

N
J

TO BE COMPLETED BY FHWA

9-5

U.S. Department of Transportation
Federal Highway Administration

## FEDERAL-AID PROJECT AGREEMENT

9-3-85

STATE: Oregon
COUNTY: Douglas
PROJECT NO.: F-63(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 90 "Myrtle Grove Slide Section"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-2-85 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 88.15%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 963,449.00 | $ 849,279.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By ______

Manager, Program Section
*(Title)*

XXX For: E.S. Hunter, P.E.

Acting State Highway Engineer
*(Title)*

By ______

______
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator: SEP 3 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 21, 1985

FEDERAL AID PROJECT NO. F-53(2)

MYRTLE GROVE SLIDE SECTION
DILLARD HIGHWAY
DOUGLAS COUNTY

## PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SLIDE STABILIZATION

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 10,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 15,000.00 |
| Temporary Signs | Sq. Ft. | 530 | 5.50 | 2,915.00 |
| Temporary Barricades | Each | 4 | 50.00 | 200.00 |
| Temporary Guard Rail, Type 2A, Reflectorized | Lin. Ft. | 800 | 10.50 | 8,400.00 |
| Temporary Concrete Barriers, Reflectorized | Lin. Ft. | 1,000 | 0.10 | 100.00 |
| Temporary Reflective Pavement Markers | Each | 74 | 4.00 | 296.00 |
| Flaggers | Hour | 1,050 | 18.00 | 18,900.00 |
| Clearing and Grubbing | Lump Sum | All | Lump Sum | 25,000.00 |
| Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 2,000.00 |
| Embankment Foundation Excavation | Cu. Yd. | 14,224 | 9.00 | 128,016.00 |
| Embankment in Place | Cu. Yd. | 3,726 | 3.50 | 13,041.00 |
| Buttress Fill Material | Cu. Yd. | 15,336 | 8.25 | 126,522.00 |
| Trench Excavation | Cu. Yd. | 448 | 10.00 | 4,480.00 |
| Finishing Roadbed and Slopes | Lump Sum | All | Lump Sum | 2,500.00 |
| Watering | M-Gal. | 200 | 15.00 | 3,000.00 |
| 3/4"-0 Aggregate Base | Ton | 600 | 13.00 | 7,800.00 |
| Aggregate Base | Ton | 4,500 | 9.50 | 42,750.00 |
| Class "B" Asphalt Concrete | Ton | 1,500 | 32.00 | 48,000.00 |
| 1/4"-#10 Aggregate in Prime Coat | Ton | 70 | 20.00 | 1,400.00 |
| CRS-1 Asphalt in Prime Coat | Ton | 7 | 350.00 | 2,450.00 |
| 12-inch Culvert Pipe | Lin. Ft. | 74 | 10.00 | 740.00 |
| 18-inch Culvert Pipe | Lin. Ft. | 306 | 20.00 | 6,120.00 |
| 18-inch Slip Joints | Each | 3 | 150.00 | 450.00 |
| Concrete Inlets, Type D | Each | 2 | 600.00 | 1,200.00 |
| Drain Pipe | Lin. Ft. | 710 | 15.00 | 10,650.00 |
| Gravel in Drains | Cu. Yd. | 98 | 15.00 | 1,470.00 |
| Guard Rail, Type 2A | Lin. Ft. | 850 | 12.00 | 10,200.00 |
| Guard Rail Anchors, Type 1 | Each | 2 | 340.00 | 680.00 |
| Rail End Pieces, Type C | Each | 2 | 80.00 | 160.00 |
| Extra for Asphalt Approaches | Each | 2 | 250.00 | 500.00 |
| Geotextile Fabric in Drains | Sq. Yd. | 751 | 1.50 | 1,126.50 |

| | | | | |
|---|---|---|---|---|
| Loose Riprap, Class 50 | Cu. Yd. | 23,064 | 8.25 | 190,278.00 |
| Loose Riprap, Class 2000 | Cu. Yd. | 16,434 | 8.25 | 135,580.50 |
| Delineators, Type 2 | Each | 12 | 20.00 | 240.00 |
| Delineators, Type 4 | Each | 4 | 12.00 | 48.00 |
| | | | | $ 822,213.00 |

ANTICIPATED ITEMS

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,600.00 |
| Temporary Pavement Striping | All Required | 1,400.00 |
| Temporary Erosion Control | All Required | 5,000.00 |
| Roadside Seeding & Mulching | All Required | 800.00 |
| | | $ 8,800.00 |
| | SUBTOTAL | $ 831,013.00 |
| | Engineering | 112,186.00 |
| | TOTAL | $ 943,199.00 |

Length of Project ----------------- 0.0 mile

RETAIN IN RESERVE

| | | |
|---|---|---|
| Slide Correction | All Required | $ 15,000.00 |
| Willow Cuttings | All Required | 3,000.00 |
| | SUBTOTAL | $ 18,000.00 |
| | Engineering | 2,250.00 |
| | TOTAL | $ 20,250.00 |

SUMMARY OF FUNDS (88.15%)

| DESCRIPTION | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|
| Roadway | $ 943,199.00 | $ 831,429.00 | $111,770.00 |
| Reserve | 20,250.00 | 17,850.00 | 2,400.00 |
| TOTAL | $ 963,449.00 | $ 849,279.00 | $114,170.00 |

Group 1: 100%
Contract No.
Prefix: 110-1410 (P.E.)

NONPARTICIPATING ITEMS

| | | |
|---|---|---|
| State Responsibility for Damages | All Required | $200.00 |

CPL:DDB:pf

10,100 11

August 23, 1985

CON 5

#10,100

Roseburg Paving Co.
P. O. Box 1427
Roseburg, OR 97470

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,100 for the Myrtle Grove Slide Section of the Dillard Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Fidelity and Deposit Company
of Maryland
Suite 1201, Lloyd 500 Building
500 N. E. Multnomah Street
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Larry Lindley

**ROSEBURG PAVING CO.**

July 29, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Re: Myrtle Grove Slide
NBE Documentation

Ladies or Gentlemen:

We plan to subcontract the following items to MBE/DBE firms:

1. Items 5, 28, 29, 30, 35, and 36 to Arrow Brothers Corp. for $19,928.00

2. Items 8, 13, 33 and 34 to Greg Valle and Son for $63,000.00

Yours Very Truly,

Steve Loosley

RECEIVED
JUL 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

Beaver State Road, Hwy 99S P.O. Box 1427 Roseburg, Oregon 97470 (503) 679-6744

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 19, 1985
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-53(1)
Myrtle Grove Slide Corrections

The February 21, 1985 Geotechnical Report for the subject slide problem has been reviewed and found to be adequate. Please proceed with the final design for this project.

Sincerely yours,

Christianson

Dale E. Wilken
Division Administrator

cc:
OSHD (E Johnson)
OSHD (R Pool)

RECEIVED
STAT. HWY ENGR
MAR 21 '85
REFER TO
FOR
Info Inves B/D D/R Sign Act File

Hunter
TAA

NOTED
E. S HUNTER

RECEIVED
MAR 21 1985
LOCATION
SECTION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-53(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40148

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/6/85

8. FEDERAL ROUTE NUMBER Primary 53

9. STATE ROUTE NUMBER Secondary 235

10. GENERAL LOCATION:

Myrtle Grove Slide Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
MAR 8 '85
REFER TO Potter
FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Orig to 3/8

13. REMARKS

As requested by Mr. Potter's letter of 2/28/85 you are authorized to proceed with the acquisition of file No. 54437 as shown on R/W map 10C-44-21 at a TEC of $2,300; Federal Funds $2,027.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

14. DATE 3/6/85

15. SIGNATURE OF APPROVING OFFICIAL John A Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

[illegible] [illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: February 28, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Right-of-Way
Item No. 40148
Project No. F-53(1)
Myrtle Grove Slide Section
Douglas County
File No. 54437

I request authorization to proceed with the actual acquisition of file No. 54437 at an estimated total cost of $2,300.00 with $2,027.00 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed print of map 10C-44-21 and does not involve relocation assistance.

RDS:bkb
Enclosures
cc: J.B. Boyd
Don Aman
General Files

Form 734-3122

PRO 6

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** Gary Potter, Manager
Program Section

**DATE:** February 28, 1985

Donald C Aman

**FROM:** Don Aman
Condemnation/Federal-Aid Coordinator

**SUBJECT:** Myrtle Grove Slide Section
Dillard Highway
Douglas County
Project #F-53(1)

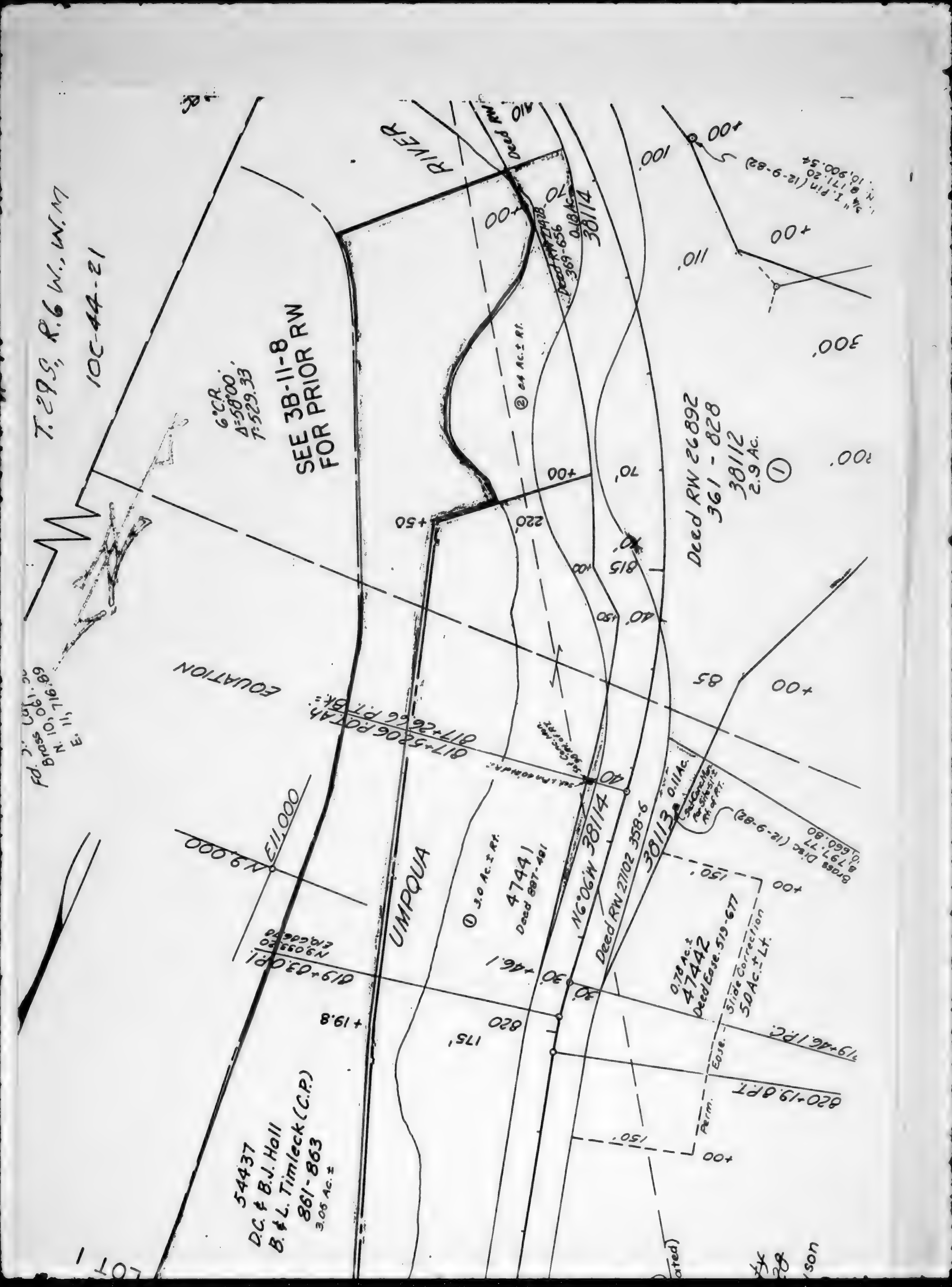
We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $1,500 and does not require a relocation or moving allowance.

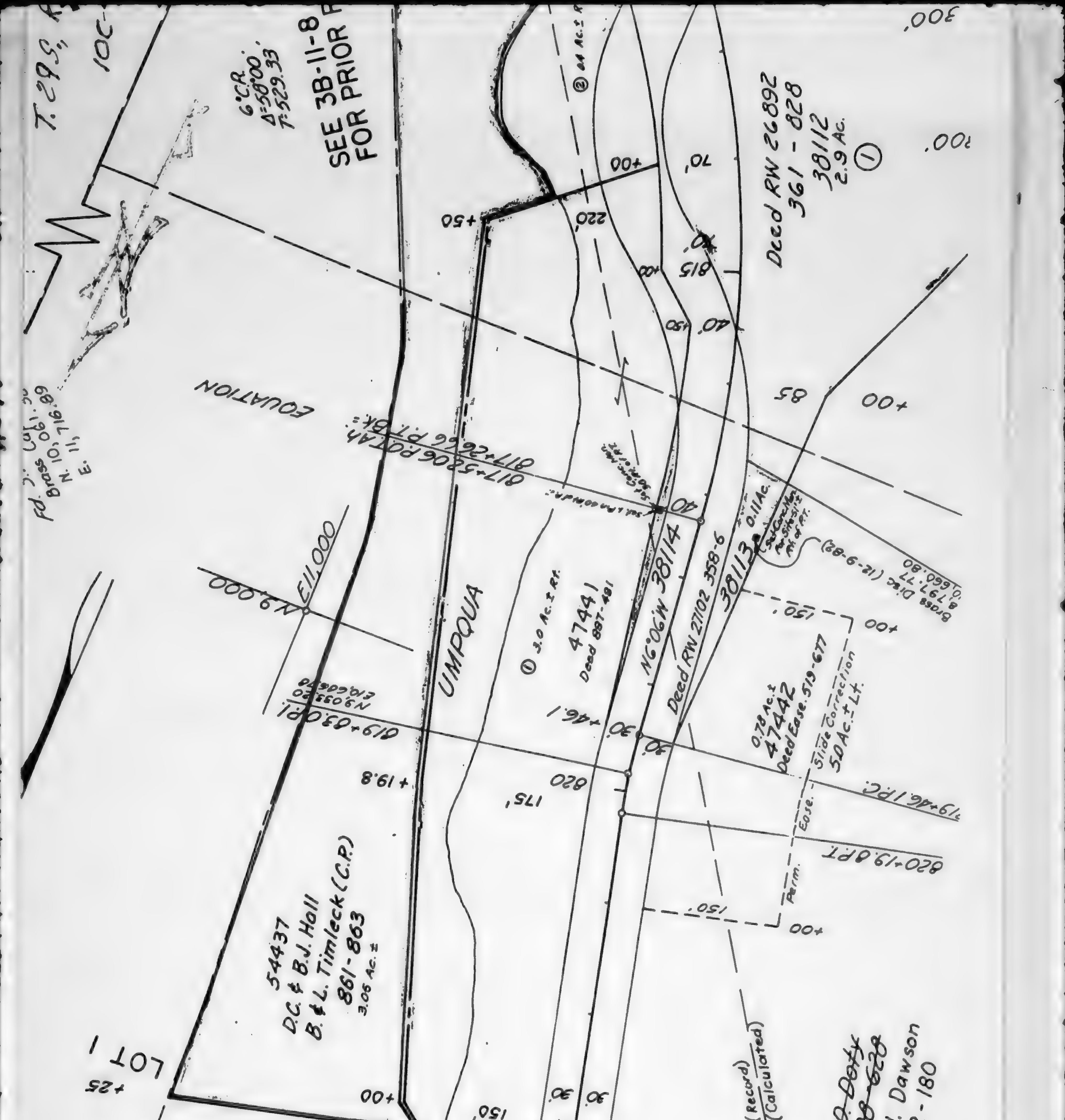
Please program the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers file 54437 as shown on map 10C-44-21.

DA:jh
attach.

81-125-1387


T. 29 S., R. 6 W., W.M.
10C-44-21
6° C.R.
Δ=58°00'
T=529.33
SEE 3B-11-8
FOR PRIOR RW
RIVER
UMPQUA
Deed RW
410
100'
+00
3/4" I. Pin (12-9-82)
N. 8,171.20
E. 10,900.54
+00
110'
70'
Deed RW 27498
369-656
0.18 Ac.
38114
② 0.4 Ac.± Rt.
300'
200'
Deed RW 26892
361 - 828
38112
2.9 Ac.
①
+00
70'
+50
220'
815
+00
40'
+50
40'
85
+00
EQUATION
817+52.06 P.O.T. Ah.
817+26.66 P.T. Bk.
Fd. 5" Cap.
Brass 10,061.90
N. 11,716.89
E.
E11,000
N 9,000
40
N6°06'W 38114
Deed RW 27102 358-6
38113
0.11 Ac.
Brass Disc (12-9-82)
8,797.77
10,660.80
150'
+00
① 3.0 Ac.± Rt.
47441
Deed 887-481
819+03.0 P.I.
+46.1
30'
30'
0.78 Ac.±
47442
Deed Ease. 519-677
Slide Correction
5.0 Ac.± Lt.
819+46.1 P.C.
+19.8
820
175'
Perm.
Ease.
820+19.8 P.T.
150'
+00
54437
D.C. & B.J. Hall
B. & L. Timleck (C.P.)
861-863
3.05 Ac.±
LOT 1



T. 29 S., R
10C-
6°C.R.
Δ=58°00'
T=529.33
SEE 3B-11-8
FOR PRIOR
300'
100'
Deed RW 26892
361-828
38112
2.9 Ac.
①
70'
+00
220'
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100'
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40'
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+00
EQUATION
Fd. 3" Cap
Brass 10,061.30
N. 11,716.89
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817+52.06 P.O.T. Ah.
817+26.66 P.T. Bk.
40
38114
N6°06'W
38113
0.11 Ac.
Deed RW 27102 358-6
Brass Disc (12-9-88)
8797.77
10,660.80
150'
+00
E11,000
N9,000
UMPQUA
① 3.0 Ac.± Rt.
47441
Deed 887-481
N9033.20
E10,620.20
819+83.0 P.I.
+46.1
30'
30'
0.78 Ac.±
47442
Deed Ease. 519-677
Slide Correction
5.0 Ac.± Lt.
819+46.1 P.C.
+19.8
820
175'
Ease.
820+19.8 P.T.
Perm.
150'
+00
54437
D.C. & B.J. Hall
B. & L. Timleck (C.P.)
861-863
3.05 Ac.±
LOT 1
+25
+00
150'
30'
30'
N13°20'W
SOUTH
2,316.23' (Record)
2,316.01 (Calculated)
28°35' E.
30°04' E.
~~D. Doty~~
~~298-628~~
R. & J. Dawson
432-180
Ac.± Rt.
+50
30'

10,1

ROAD DESIGN-HIGHWAY DES 16

W. H. Wakerlig
Program Unit Engineer

February 28, 1985

Bob Gettis
Design Team Supervisor

Estimate of Cost
Myrtle Grove Slide Section
Dillard Highway
Douglas County

The revised preliminary estimate for this project is $1,200,000. The estimate includes 20% for construction engineering and contingencies.

The estimate has increased significantly because of a revised geotechnical report that increased the buttress material needed to stabilize the slide.

BG:mg

cc: Rick Kuehn MG

RECEIVED
MAR 1 1985
ROAD DESIGN SECTION

RDE
FDE
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BPO
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Copy All
Return To
B/U / /

10/1/85

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

| | |
|---|---|
| TION<br>Myrtle Grove Slide | Douglas Co. |
| KEY ID# | 00567 |
| REGION | 3 |

Hwy. #285 **SURVEY AUTHORITY**

| AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|
| 3 | 110-1410 | 1/18/85 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 12,500 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 350 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | 2,000 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 500 | 935 SOILS | | 3,500 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 15,000 | 920 PROGRAM MANAGEMENT | | | 937 HYDRAULICS | | 100 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 2,500 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | 1,800 | 923 ENVIRONMENTAL SECTION | | 200 | 950 TRAINING | | 600 |
| 910 REGION GEOLOGIST | | 6,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 50 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 300 | 932 RAILROAD & UTILITIES | | 100 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 45,600 |
| PREVIOUS AUTHORIZATION | | $ 25,600 |
| ADD. AUTH. REQUIRED | | $ 20,000 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
State

LOCATION ENGINEER'S REMARKS

This survey authority is necessary to increase funding for completion of project.

RECEIVED

LTE

GTE

JRM

3 Edwards

ROAD DESIGN SECTION

"BRING UP"

| | | | |
|---|---|---|---|
| PREPARED BY<br>Kit Leshk Cost & Records | DATE<br>1/18/85 | APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, REGION ENGINEER<br>X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER for<br>X | DATE<br>2/20/85 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7-82)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

July 20, 1984

IN REPLY REFER TO

HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon

Dear Mr. Coulter:

Oregon Project F-53(1)

Myrtle Grove Slide Section of The Dillard Highway

Mr. Adams July 6, 1984 letter containing information supporting an exception to the minimum design criteria as set forth in AASHTO Geometric Design Standard for Highways Other Than Freeways has been reviewed. Since this project covers repair of two embankment slides to the same standards as the adjacent roadway section and because no other work is planned on this section of roadway in the foreseeable future the proposed 4 foot wide shoulders are considered to be adequate. We concur that it is in the public interest to construct this project with 4 foot shoulders.

Sincerely yours,

G.K.

for Dale E. Wilken
Division Administrator

cc:
OSHD (D R Adams)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUL 23 '84
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S.COULTER

July 6, 1984

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, Oregon 97301

Myrtle Grove Slide Section
Dillard Highway
Douglas County

This is to request an exception to the standards for shoulder widths. The minimum design criteria is set forth in the "Geometric Design Standards for Highways Other Than Freeways, AASHTO 1969".

This project is to correct two embankment slides. The horizontal alignment was shifted toward the river to stay out of the cut bank. The vertical alignment was revised to improve the crest vertical curve. The existing A.D.T. is 1,800. The adjacent sections have 12-foot travel lanes and 4-foot shoulders. There are no long term projects planned to widen these sections. I propose to construct 12-foot lanes and 4-foot shoulders through this 1,100-foot section. This is not a designated bike route so the 4-foot shoulders are adequate.

We solicit your concurrence that it is in the public's interest to construct the above shoulder widths.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

DRA/cm

bc: H. S. Coulter
E. S. Hunter
J. J. Gix
J. L. Gaither
N. C. Henry

RECEIVED
STATE HWY ENGR
JUL 9 '84
REFER TO
FOR
Info | Ini. S | R/L

10,100

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

PROGRAM SECTION
3-14-84
cc: FHWA
H. S. Coulter
Location Unit
Right of Way Section
Road Design Section, (4)
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
J. J. Gix, Region 3
J. C. McCormick, Dist. 6

## CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Myrtle Grove Slide Section

DATE: March 13, 1984 DILLARD HIGHWAY DOUGLAS COUNTY

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 840131-071-2

This number should be used on all correspondence and particularly on SF-424.

RECEIVED
STATE HWY ENGR
MAR 14 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

10,100

MA 6-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-53(1)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40148

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/16/84
8. FEDERAL ROUTE NUMBER Primary 53
9. STATE ROUTE NUMBER Secondary 235

10. GENERAL LOCATION:
Myrtle Grove Slide Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 2/9/84 you are now authorized to proceed with the actual acquisition of file number 47441 as shown on R/W map 10C-44-21 at a TEC of $2,500 Federal Funds $2,203.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
FEB 27 '84
REFER TO Potter
FOR
Info | R/D | D/R | Sign | Act | File

Orig tt
2/27

14. DATE 2/16/84
15. SIGNATURE OF APPROVING OFFICIAL John
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,150

Mai 6-1

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 9, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40148
Project No. F-53(1)
Myrtle Grove Slide Section
Dillard Highway
Douglas County

Enclosed is data consisting of PR-1 forms, project map, and right-of-way sketch map no. 10C-44-21 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $2,500 with an obligation of $2,203 in Federal funds. The area to be acquired is as outlined in red on the enclosed right-of-way sketch map and does not involve relocation assistance.

Approval is understood to be subject to A-95 review comments.

CL:pf
Enclosure

cc: J. Boyd
D. Aman
General Files

Form 734-3122

10,180

M[illegible] 6-1

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO

Date: January 27, 1984

To: Executive Department
Federal-Aid Coordination Unit

Umpqua Regional Counvil of
Governments
Room 310, Courthouse
Roseburg, OR 97470

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 6
Section: Myrtle Grove Slide Section
Highway: Dillard Highway, ORE 99
County: Douglas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be March 19, 1984.

JLG:pf
Attachments

bc: D.E. Wilken, FHWA
✓H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Jim Gix, Region 3 Engineer
J. C. McCormick, District 6 Engineer
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
STATE HWY ENGR
JAN 31 '84
REFER TO
FOR
Info | Inves | R/D | D-R | Sign | Act | File

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | | | |
|---|---|---|---|---|
| 02 | 12] APPLICANT [45<br>Department of Transportation | 46] DIVISION [79<br>Highway | | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>Transportation Building | 46] CITY [60<br>Salem | 76] ZIP [80<br>97310 | |
| 04 | 12] CONTACT PERSON [45<br>Gary A. Potter | 46] AREA CODE [48<br>(503) | 49] PHONE [55<br>378 | 56] EXTENSION [59<br>6564 |
| 01 | 12] PROJECT TITLE [71<br>Myrtle Grove Slide Section | | | |
| 11 | 12] PROJECT LOCATION—CITY<br>Dillard Highway<br>ORE 99 | PROJECT LOCATION—COUNTY<br>Douglas | PROJECT LOCATION [79<br>SEC: 11 T: 29 S<br>R: 6 W | |

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Slide correction of existing roadway by major slope stabilization measure. [71

07 12] (See attached copy of Part 3 of Project Prospectus and Location Map). [71

08 12] [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| $357,000 | | $48,000 | | | $405,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

| | | | |
|---|---|---|---|
| **(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?**<br>Yes ☒ 29 No ☐ 30 Date: 1/27/84 | (D) REVIEW REQUIRED by A-95<br>Yes ☒ 31 No ☐ 32 | (E) ENVIRONMENTAL IMPACT<br>Yes ☐ 33 No ☒ 34 | (F) HOUSING RELOCATION REQUIRED<br>Yes ☐ 35 No ☒ 36 |

| | | | |
|---|---|---|---|
| (G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH [42<br>March | 43] DAY [44<br>19 | 45] YEAR [46<br>1984 |

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
MYRTLE GROVE SLIDE

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

One parcel totalling approximately one acre would be required by the project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project would have virtually no impact upon land use. Since the project is restorative in nature, it is consistent with the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Except for some potential short-term, temporary construction impacts, the project will have no impacts upon traffic volumes or flow patterns. Safety will be enhanced by the provision of a sound roadway.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

An estimated total of 2100 cubic yards of sand and gravel will be removed from the river bank/bed during the excavation of toe trenches for fill. Approximately 10,000 cubic yards of bedding material and class 2000 riprap will be placed in the fill sections. Fill will be approximately 5 feet thick. Two work areas, totalling 640 linear feet of bank, are proposed. Work will be done under permit from the Corps of Engineers and the Division of State Lands. The long-term effect on the stream is beneficial in that sedimentation from bank erosion should be reduced.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Only minimal long-term scenic impact will result on the affected portions of stream bank.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The South Umpqua is a major river system. Substantial flow may be present during the construction period. Strict observance of permit provisions which safeguard the quality of the river will be important.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

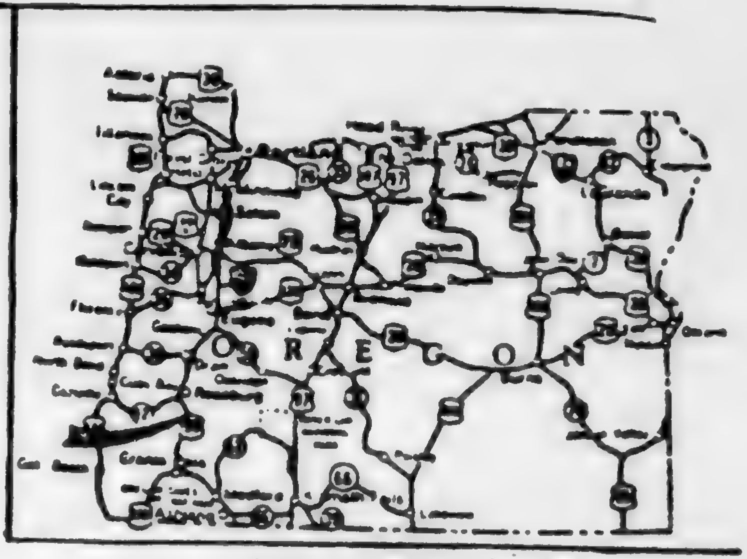
The project is a major slope stabilization measure beyond the scope of state forces to perform. Necessary right-of-way acquisition is minimal and impacts will be regulated by permit. No significant impacts are forecast.

OTHER DOCUMENTATION

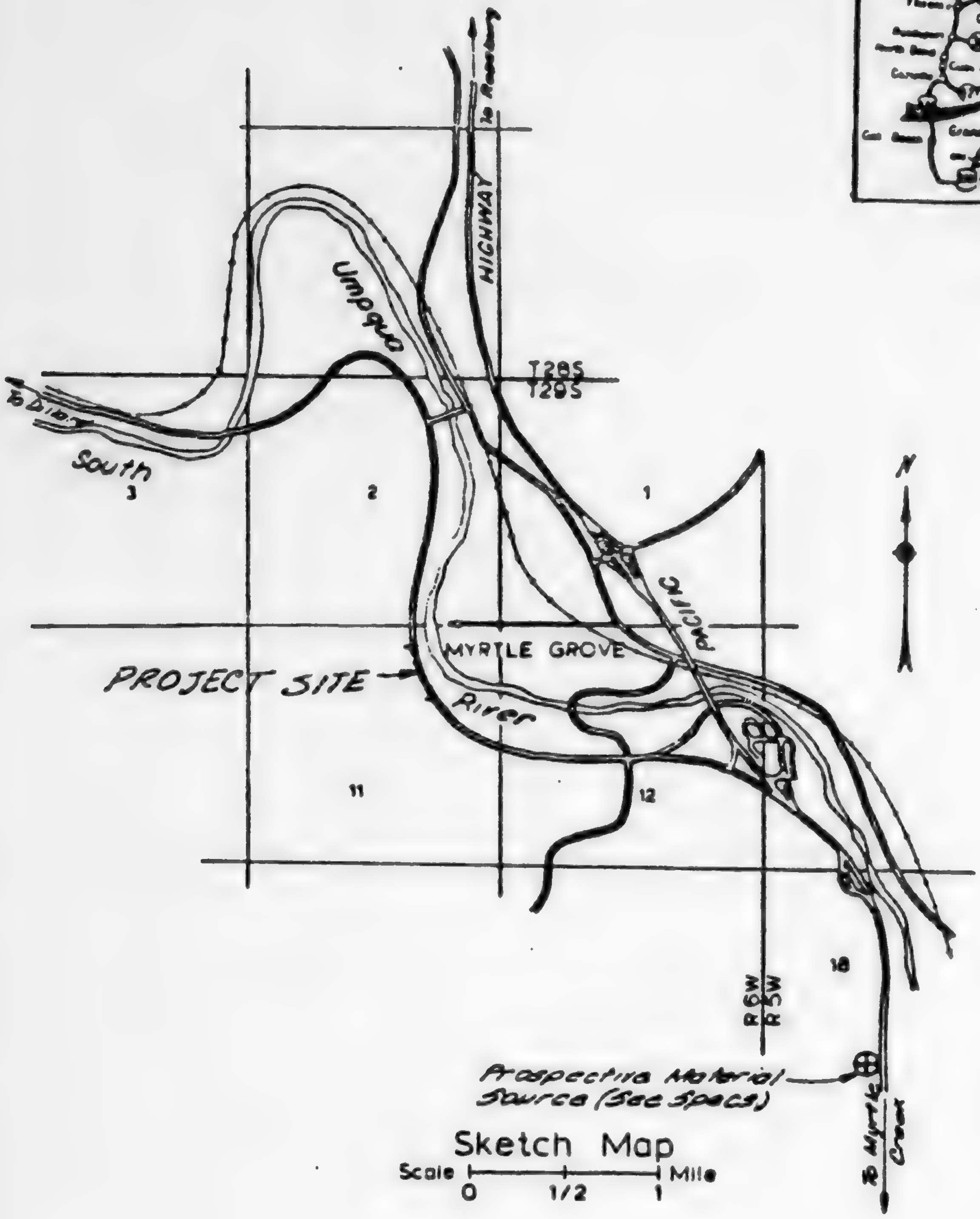
Section 404 Permit
Division of State Lands Removal/Fill Permit

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| XMarty Havig/Eb Engelmann | 440-3419/378-8486 | January 23, 1984 |

005086 o. Umpqua River - Road Stabiliz .on)



LAT: 43° 04' a "
LONG: 123° 22' 20"


to Roseburg
HIGHWAY
Umpqua
T28S
T29S
To Dillard
South
3
2
1
N
PACIFIC
MYRTLE GROVE
PROJECT SITE
River
11
12
18
R6W
R5W
Prospective Material Source (See Specs)
To Myrtle Creek
Scale
0
1/2
1
Mile

Sketch Map

SLOPE STABILIZATION

IN: SOUTH UMPQUA RIVER MILE: 144.6
NEAR: MYRTLE CREEK
COUNTY: DOUGLAS STATE: OREGON
APPLICANT: OREGON STATE HIGHWAY DIVISION
DATE: AUGUST 1983 SHEET 1 OF 2

10,100

7-2-i 6-1

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 3

January 17, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Myrtle Grove Slide
Dillard Highway
Douglas County
F-53(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

for
Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
January 24, 1984

CMG:lm

Attachments (4)

for 1/23/84
Date

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Jim Gix
Jack Ayres
Elliot Parker
Jack McCormick
Don Keyes (8)

Form 734-3122

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

**KEY ID #**

**SECTION**

MYRTLE GROVE SLIDE

**REGION**

3

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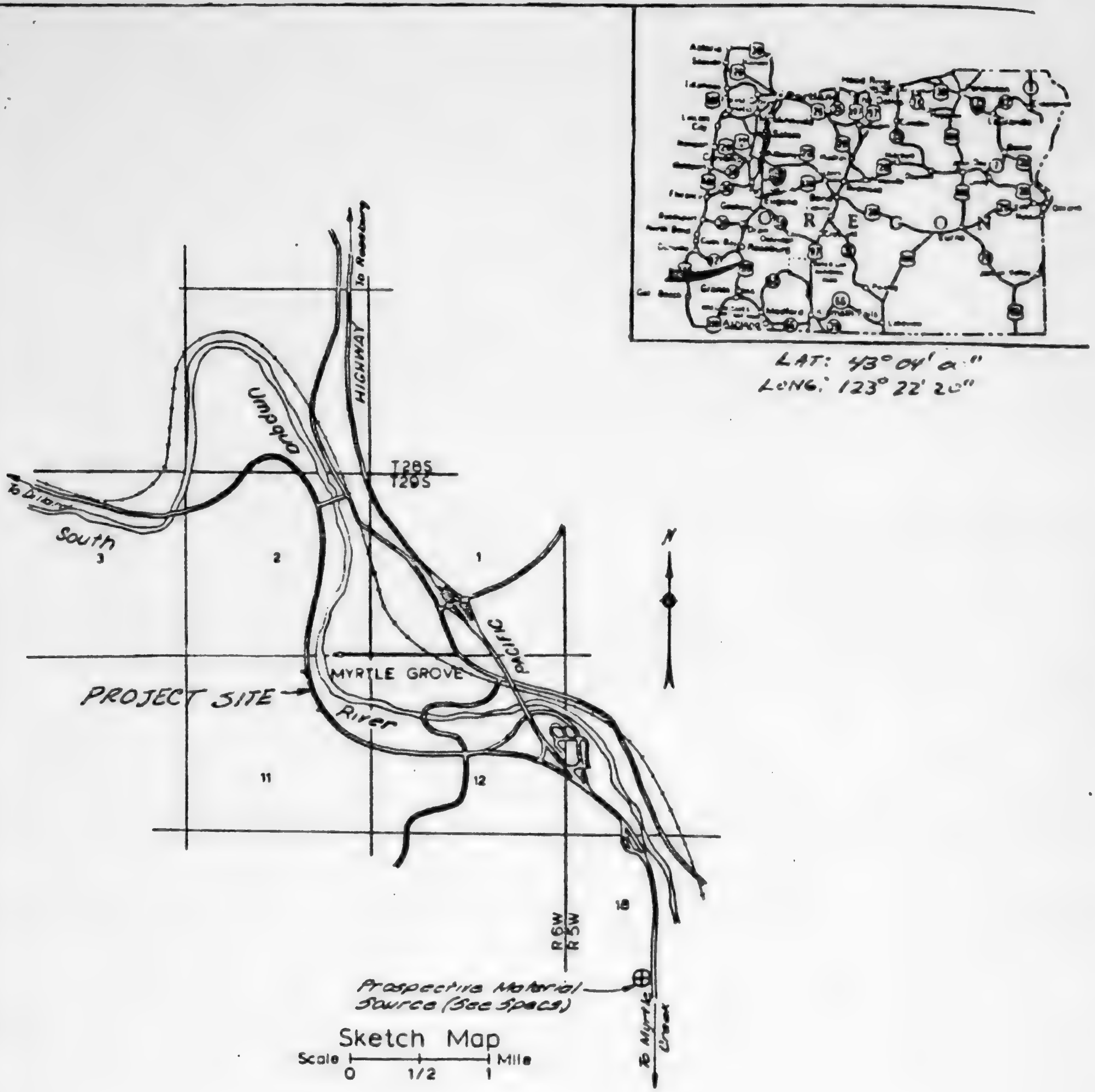
Division of State Lands Removal/Fill Permit

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| XMarty Havig/Eb Engelmann | 440-3419/378-8486 | January 23, [illegible] |

00508 So. Umpqua River - Road Stabil tion)


Umpqua
HIGHWAY
To Roseburg
T28S
T29S
To Dillard
South
3
2
1
N
PACIFIC
MYRTLE GROVE
PROJECT SITE
River
11
12
18
R6W
R5W
Prospective Material Source (See Specs)
To Myrtle Creek
Sketch Map
Scale
0
1/2
1
Mile
O
R
E
G
O
N

LAT: 43° 04' a''
LONG. 123° 22' 20''

SLOPE STABILIZATION

IN: SOUTH UMPQUA RIVER MILE: 1.446
NEAR: MYRTLE CREEK
COUNTY: DOUGLAS STATE: OREGON
APPLICANT: OREGON STATE HIGHWAY DIVISION
DATE: AUGUST 1983 SHEET 1 OF 2

10,100

[illegible]

STATE OF OREGON

HIGHWAY DIVISION

# INTEROFFICE MEMO

PRO

[illegible]

DATE: August 12, 1983

TO: Robert N. Bothman
Assistant State Highway Engineer

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
Info
Inves
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Sign
Act
File

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

# PROJECT HISTORY - SLIDES

SECTION Myrtle Grove slide
HIGHWAY Dillard
COUNTY Douglas

1. OCCURRENCE: DATE Winter 81-82
2. PROSPECTUS: DATE Blank RECEIVED unknown LOC. APPROVED 5-25-82
3. O.T.C. APPROVED: 5-20-82
4. PE PROGRAMMED: DATE State AUTH. -
5. ROW NEED NOTED: 4-28-82 ?
6. REQUESTED BY ROW SECTION: 7-18-83
7. ROW PROGRAMMED: DATE - AUTH. -
8. PS&E: REQUESTED - APPROVED: -
9. LETTING DATE: 11-10-83 Proposed
10. ROW EXCEPTION REQUESTED @ PS&E: YES ____ NO X

GC:pf:8-5-83

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H.S. Coulter, P.E.
State Highway Engineer

DATE: May 6, 1982

FROM: R.N. Bothman, Assistant State Highway
Engineer for Administration

Bothman

SUBJECT: Project Requests
Seven Region Three Slide Correction Projects

NOTED
H.S. COULTER

Attached, for your consideration, are project requests for seven slide correction projects in Region Three:

1. Coquille & Myrtle Point Slide Repairs
   Coos Bay-Roseburg Highway
   Coos County

   TOTAL ESTIMATED COST ----------------------$ 167,000

2. Drain Slide (M.P. 1.0)
   Drain-Yoncalla Highway
   Douglas County

   TOTAL ESTIMATED COST ----------------------$ 153,500

3. Arizona Slide Sealing and Drainage Improvement
   Oregon Coast Highway
   Curry County

   TOTAL ESTIMATED COST ----------------------$ 157,500

4. Myrtle Grove Slide
   Dillard Highway
   Douglas County

   TOTAL ESTIMATED COST ----------------------$ 163,500

5. Bear Creek-Camas Mountain Slide Correction
   Coos Bay-Roseburg Highway
   Douglas County

   TOTAL ESTIMATED COST ----------------------$ 412,500

6. Retz Creek and Frankport Slides
   Oregon Coast Highway
   Curry County

   TOTAL ESTIMATED COST ---------------------$ 870,000

7. Winchester Bay Slide
Oregon Coast Highway
Douglas County

| | |
|---|---|
| TOTAL ESTIMATED COST ---------------------- | $ 75,000 |
| GRAND TOTAL | $1,999,000 |

These projects are all the result of the severe storms this past winter. All are appropriate for correction by contract.

Region has indicated State construction funding on all of them. I agree that the surveys should be State funded to get them underway at an early date, but feel we should request Federal-Aid for construction. All are on Federal-Aid Primary routes. $90,000 of P.E. and $22,000 R/W is included in the above estimated costs.

I concur in these requests and, if you approve, have had the enclosed letter to the Commission drafted for your use.

KO:bkc
Attachments

10,100

[illegible]-6-1

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

# INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: ~~March 29,~~ 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Myrtle Grove Slide
Dillard Highway
Douglas County

The subject slide was submitted to the Commission as a part of a $1,887,000 package of storm damage which occurred during the winter of 1981 and 1982. Based on preliminary information, the subject slide correction was estimated to cost $150,000.

Two of the seven projects have been contracted, project plans are nearing completion on three, and locations have not been completed on two:

| | |
|---|---|
| Coquille & Myrtle Point Slide (Cont.) | $ 140,000 |
| Arizona Slide (Cont.) | 185,000 |
| Drain Slide (Est.) | 129,000 |
| Retz & Frankport (Est.) | 1,018,000 |
| Subtotal | $ 1,472,000 |
| Myrtle Grove Slide (Loc. Est.) | 383,000 |
| Subtotal | $ 1,855,000 |
| Bear Creek Slides (Recon. Est.) | 310,000 |
| Winchester Bay Slide (Recon. Est.) | 75,000 |
| Total | $ 2,240,000 |

The current projected costs are about $395,000 over original estimates submitted to the Commission.

The extent of the slide problem is more extensive than originally anticipated which has caused the increase in cost. The current correction is an extension of a successful system for correction completed on a part of the slide in 1972. There does not appear to be a method to substantially reduce the cost of this project without significantly compromising the design established by the previous successful project.

Project should be advanced on the design submitted and additional funding authorization requested from the Commission.

NOTED
E. S. HUNTER
4-4-83

Potter - Info. to update your project system. Does not need Comm. approval as suggested.
E.S.H.
cc Terpin

FET:GCW:ge

RECEIVED
TECHNICAL SERVICES
MAR 30 '83
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Contains Recycled Materials

285N

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Douglas County
Myrtle Grove Slide
Dillard Highway

REGION 3

## SURVEY AUTHORITY

#235

| AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|
| 2 | 110-1410 | 12/22/82 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 9,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 1,000 |
| 902 CITIZEN'S INVOLVEMENT | | 0 | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | 500 |
| 903 LOCAL GOVERNMENT | | 0 | 918 LOCATION | | 1,000 | 935 SOILS | | 1,000 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | 200 | 936 REGION TRAFFIC | | 100 |
| 905 FINAL DESIGN | | 5,000 | 920 PROGRAM MANAGEMENT | | 2,500 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 100 | 938 REGION ENVIRONMENT | | 200 |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | 500 |
| 910 REGION GEOLOGIST | | 2,500 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | 1,000 | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 300 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 100 | 932 RAILROAD & UTILITIES | | 200 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 25,600 |
| PREVIOUS AUTHORIZATION | | $ 11,500 |
| ADD. AUTH. REQUIRED | | $ 14,100 |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
STATE

LOCATION ENGINEER'S REMARKS

1 ✓
Anderson
2 Adams
3 WK
Sullivan
4

cpy Watson

RECEIVED
20
ROAD DESIGN SECTION
Do Not File
Return To
Bring up
Action

Bring Up

| | | | |
|---|---|---|---|
| PREPARED BY<br>M.G. Havig MG Havig | DATE<br>12/22/82 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>12/27/82 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE<br>1-12-83 |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE<br>1-11-83 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7 82)

2351

**NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE**

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

DATE

PREFIX

## 1 - IDENTIFICATION

PROJECT NAME: Myrtle Grove Slide

HIGHWAY NAME: Dillard

HIGHWAY NUMBER: 235

| | | | |
|---|---|---|---|
| REGION<br>3 | ADMINISTRATIVE DISTRICT<br>6 | COUNTY<br>Douglas | CITY |

LENGTH: 0.1

MILEPOST NUMBER: 6.8 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

An embankment failure has created the need for construction of this project. The permanent correction needs investigation and will probably either be construction of a rock toe or a shift in the alignment. A rock toe would probably involve work in the South Umpqua River. A similar project was under Negotiated Agreement No. 222-72 contracted in 1972 and was adjacent and just southerly of this project.

1 Versteeg ✓
Anderson
3 Adams
Sullivan
4 Watts

RECEIVED
JUN 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 1800

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☒ | ☐ | ☐ | ☐ | ☐ | ☐ |
| PROPOSED | ☒ | ☐ | ☐ | ☐ | ☐ | ☐ |

DESIGN SPEED (MPH): 35 +

DESIGN STANDARDS: 3R

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Pespin
Location Engineer
Date 5/25/82

FORM 734-1730 (12-78) Page 1

| 3 - FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 2 @ 12' | Same |
| SHOULDERS | 2 @ 4' gravel | 2 @ 4' paved |
| MEDIANS | | ——— |
| PARKING LANES | | ——— |
| SIDEWALKS | | ——— |
| BIKEWAYS | On shoulders | On shoulders |
| INTERCHANGES | None | ——— |
| OTHER: | | |

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ | Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ | Access Control | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ | Railroad Crossing | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ | At Grade | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ | Separated | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ | Railroad Encroachment | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ | Permits | ☒ | ☐ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ | Conditional Use | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ | Flood Plain | ☐ | ☐ | ☒ |
| Truck Scale Site | ☐ | ☒ | ☐ | Irrigation District | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ | Water District | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☐ | ☒ | Drainage District | ☐ | ☒ | ☐ |
| River Umpqua | ☐ | ☐ | ☒ | Div. of State Lands | ☒ | ☐ | ☐ |
| Stream | ☐ | ☒ | ☐ | Dept. of Geology & Min. Ind. | ☐ | ☐ | ☒ |
| Storm Sewer | ☐ | ☒ | ☐ | Corps of Engineers | ☒ | ☐ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ | Coast Guard | ☐ | ☒ | ☐ |
| Right of Way 1 parcel<br>1 acre ± | ☒ | ☐ | ☐ | DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| Simple Acquisition | ☒ | ☐ | ☐ | DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ | Building | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ | Fish & Wildlife Approval | ☒ | ☐ | ☐ |

## 3 - FEATURES (cont.)

| | | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☒ | ☐ |
| Environmental Assessment | ☒ | ☐ | ☐ |
| Statewide Assessment | ☐ | ☒ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ |
| Public Hearing __________ | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☐ | ☒ |
| Material Source | ☐ | ☐ | ☒ |
| Utilities | ☐ | ☐ | ☒ |

Type telephone

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☐ | ☒ | ☐ |
| Soils Investigation | ☒ | ☐ | ☐ |
| Airport Clearance | ☐ | ☒ | ☐ |
| Economic Analysis | ☐ | ☒ | ☐ |
| Requires Field Survey | ☒ | ☐ | ☐ |
| Old Survey Available | ☐ | ☐ | ☒ |
| Requires Vicinity Map | ☐ | ☒ | ☐ |
| Requires Photogrammetry | ☐ | ☒ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Reconnaissance Available | ☐ | ☒ | ☐ |
| Design Review | ☐ | ☒ | ☐ |

## 4 - WORK ITEMS

| | TO BE PERFORMED BY<br>APPLICANT | <br>STATE | <br>CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT-OF-WAY | ☐ | ☒ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | — |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | — |
| CORRIDOR APPROVAL | ( ) | — |
| FIELD SURVEY | ( 3 ) | 1 |
| PRELIMINARY DESIGN | ( ) | — |
| DESIGN APPROVAL/FINAL EIS | ( ) | — |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | 1 |
| RIGHT-OF-WAY ACQUISITION | ( ) | |
| P.S. & E. DOCUMENTS | ( ) | 3 |

| | | |
|---|---|---|
| RECOMMENDED CONSTRUCTION DATE | ________<br>(Region) | ________<br>(Salem) |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| Aggregate Base | 14" | |
| Asphaltic Concrete | 4" | |

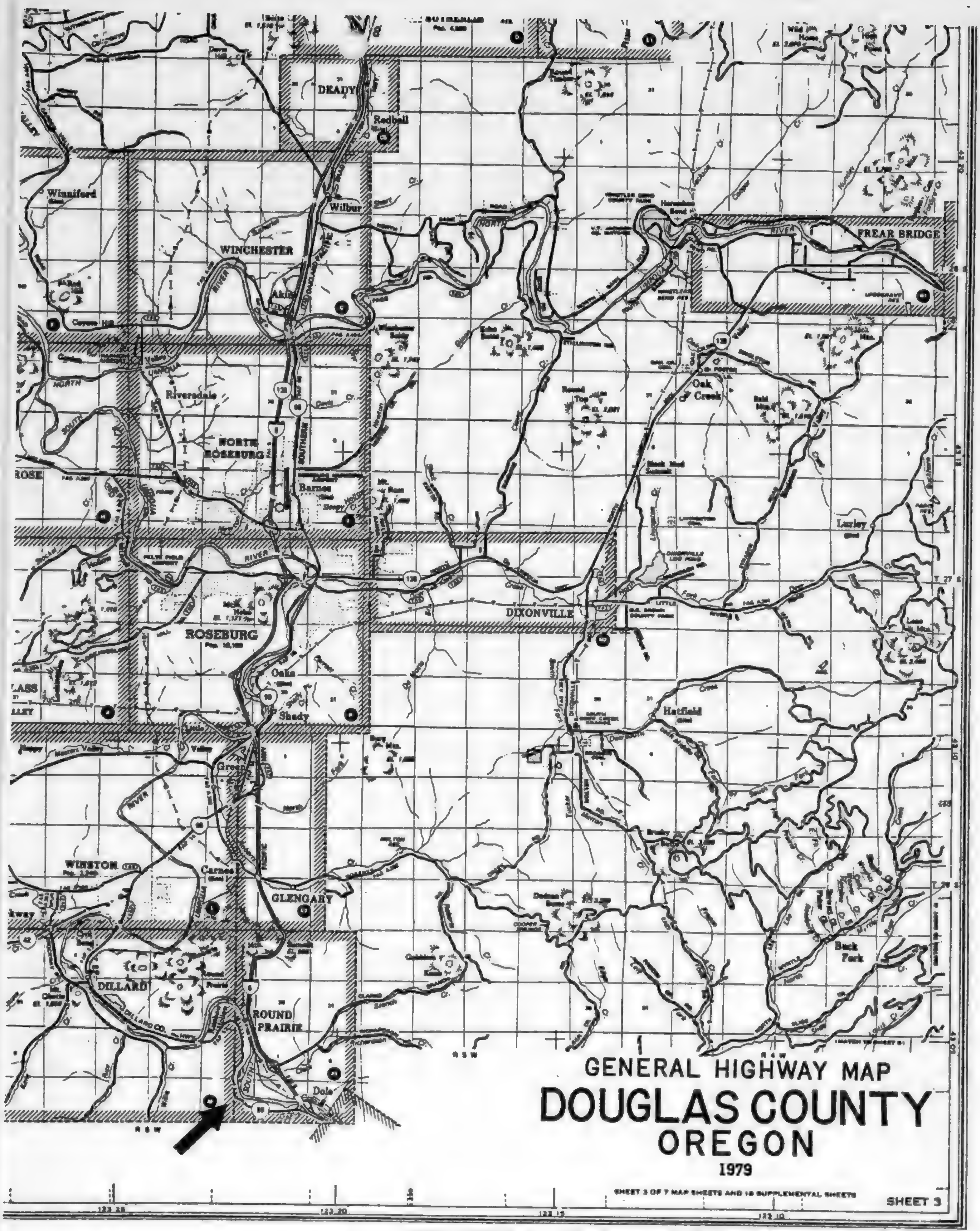
## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | 15,000 | 11.500 |
| RIGHT OF WAY | 6,000 | 6.000 |
| TRAFFIC CONTROL | | |
| ILLUMINATION | | |
| STRUCTURES | | |
| RAILROAD | | |
| ROADWAY | 125,000 | 125.000 |
| OTHER ______ | | |
| ENGINEERING & CONTINGENCIES | 25,000 | 25.000 |
| PROJECT TOTAL | 171,000 | 167.500 |

SUBMITTED BY ______


DEADY
Redbell
Winniford
Wilbur
WINCHESTER
Riverdale
NORTH ROSEBURG
Barnes
ROSEBURG
Oaks
Shady
Green
WINSTON
Carnes
GLENGARY
DILLARD
ROUND PRAIRIE
Dole
DIXONVILLE
Oak Creek
Hatfield
Lurley
FREAR BRIDGE
Buck Fork
R 5 W
R 4 W
GENERAL HIGHWAY MAP
DOUGLAS COUNTY
OREGON
1979
SHEET 3 OF 7 MAP SHEETS AND 18 SUPPLEMENTAL SHEETS
SHEET 3
123 15
123 10

1985 Pacific Highway at Garden 10,101
Valley Interch. Sec. of Pacif. Hwy
in Roseburg. (Traffic signal install.)

C&A - 8437 - 7-18-85

16,101

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>3-226 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Douglas |
| MODIFICATION NUMBER<br>1 | 3-27-87 | Project Number<br>IR-5-3(134)125 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 26, 19 85, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 78,279 | $ 81,505 |
| Federal funds | $ 72,188 | $ 75,163 |
| Other revisions | | |

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of MAR, 19 87.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 13, 1987

FEDERAL AID PROJECT NO. IR-5-3(134)125

PACIFIC HIGHWAY @ GARDEN VALLEY INTERCHANGE SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
TRAFFIC SIGNAL (3 LOCATIONS)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Flaggers | $ 7.50 | 24 | $ 180.00 | 55.5 | $ 416.25 |
| Increase Depth Pole Base #4 (PA #1A) | --- | --- | --- | --- | 129.97 |
| Add Conduit & Jct. Box (PA #2A) | --- | --- | --- | --- | 1,997.24 |
| Additional Trenching (PA #2B) | --- | --- | --- | --- | 351.97 |
| Additional Jct. Box (PA #2C) | --- | --- | --- | --- | 292.07 |
| Modify Controller Base (PA #3A) | --- | --- | --- | ---- | 279.57 |
| Additional Wiring (PA #5A) | --- | --- | --- | --- | 112.50 |
| Repair Concrete Curbe (PA #6A) | --- | --- | --- | --- | 706.85 |
| Concrete Controller Apron (PA #6B) | --- | --- | --- | --- | 206.25 |
| Install Neutral Wire & Ground Rod (PA #7A) | --- | --- | --- | --- | 1,500.00 |
| | | | $ 180.00 | | $ 4,757.32 |

| | |
|---|---|
| Increase | $ 4,577.32 |
| Subtotal from estimate of Aug. 21 1985 | 64,122.70 |
| Subtotal | $ 68,700.02 |
| Engineering | 10,304.98 |
| Total | $ 79,005.00 |

Retain in Reserve

Work to bring existing system up to code 50% All Required $ 2,500.00

## SUMMARY OF FUNDS (92.22%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Signals | 044 | $ 79,005.00 | $ 72,858.00 | $ 6,147.00 |
| Reserve | 044 | 2,500.00 | 2,305.00 | 195.00 |
| Total | | $ 81,505.00 | $ 75,163.00 | $ 6,342.00 |

Group 11: 62.7%
Contract No.
Prefix: C610-1936
Prefix: C10101
RLC:bkb

10,101

STATE COPY

N

TO BE COMPLETED BY FHWA

8-93

U.S. Department of Transportation
Federal Highway Administration

## FEDERAL-AID PROJECT AGREEMENT

8-26-85

STATE
Oregon

COUNTY
Douglas

PROJECT NO.
IR-5-3-(134)125

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Pacific Hwy. @ Garden Valley Interchange Sec.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-2-85 | 0.0 |

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 78,279.00 | $ 72,188.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXXFor: E.S. Hunter, P.E.

Acting State Highway Engineer
*(Title)*

By ______________________

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator AUG 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 21, 1985

Federal-Aid Project No. IR-5-3(134)125

Pacific Highway at Garden Valley Interchange Section
Pacific Highway
Douglas County

## PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Traffic Signals (3 Locations)

| | | | | |
|---|---|---|---|---|
| Temporary Protection and Direction of Traffic | Lump Sum | 60% | Lump Sum | $ 480.00 |
| Temporary Signs | Sq. Ft. | 196 | 5.00 | 980.00 |
| Temporary Barricades | Each | 1 | 150.00 | 150.00 |
| Flaggers | Hour | 24 | 7.50 | 180.00 |
| Traffic Signal Installation, Complete | Lump Sum | 66% | Lump Sum | 44,282.70 |
| Model 170 Controller Equipment, Complete | Lump Su m | 50% | Lump Sum | 14,300.00 |
| | | | Total | $ 60,372.70 |

Anticipated Items

| | | | |
|---|---|---|---|
| State Furnished Prom & Program | 50% | All Required | $ 1,750.00 |
| Signal Controller Testing & Turn-on | 50% | All Required | 5,000.00 |
| | | | $ 6,750.00 |
| | | Subtotal | $ 64,122.70 |
| | | Engineering | 8,656.30 |
| | | Total | $ 75,779.00 |

Retain in Reserve

| | | | |
|---|---|---|---|
| Work to Bring Existing System up to Code | 50% | All Required | $ 2,500.00 |

## SUMMARY OF FUNDS (92.22%)

| Description | Total Cost | Federal Funds | State funds |
|---|---|---|---|
| Signals | $ 75,779.00 | $ 69,883.00 | $ 5,896.00 |
| Reserve | 2,500.00 | 2,305.00 | 195.00 |
| Total | $ 78,279.00 | $ 72,188.00 | $ 6,091.00 |

| | |
|---|---|
| Group 1 | 75% |
| Contract No. | |
| Prefix: | C610-1936 |
| Prefix: | C10101 |
| Appn Code: | 044 |

DDB:bkb

jc cc: OSHD (R[illegible]en)

STATE COPY

U.S. Department of Transportation
**Federal Highway Administration**

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Douglas | DIVISION<br>Oregon |
| DATE OF REPORT<br>9-26-86 | REPORT MADE BY<br>Richard R. Arnold, Area Engineer | | PROJECT NO.<br>MG-3120(2) and<br>IR-5-3(134)125 |
| COMPLETION DATE (Actual)<br>3-7-86 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>7-25-86 | TIME ELAPSED<br>95 % | CONTRACT TIME<br>200 |

LOCATION

Pacific Hwy @ Garden Valley Interchange

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

### PACIFIC HIGHWAY AT GARDEN VALLEY INTERCHANGE
### PACIFIC HIGHWAY
### Traffic Signals

Work completed under this project consisted of the installation of 170 controllers at Stewart Parkway and Garden Valley Road; installation of an intertie between signals at Stewart Parkway Fred Meyer entrance and BLM entrance; and the installation of a traffic signal system on the southbound ramp intertied with the above signal systems and the northbound ramp signals.

A contract in the amount of $98,730 was awarded Sims Electric Inc. on 8-1-85. Work began on 10-21-85 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 3-7-86. There were no major overruns or underruns on the project.

A total of 190 calendar days were used as compared to the 200 calendar days allowed under the contract. Project records indicate that all materials incorporated into the work were tested and found to be in reasonably close conformance with the approved plans and specifications.

Field inspection of the completed project was made on 3/25/86. Based on the results of this inspection, final acceptance of the contract work is recommended.

- RRA -

RECEIVED
STATE HWY ENGR
OCT -2 '86
Fredrickson
REFER TO
FOR
Inf. | Info. | D/R | Sign | Act | File

ay
10/3

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Richd R. Arnold | | SIGNATURE | |
| TITLE<br>Area Engineer | DATE<br>9/30/86 | TITLE<br>District Engineer B | DATE<br>9/30/86 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

August 5, 1986

CON 5 - #10,101

Amwest Surety Insurance Company
516 S.E. Morrison Street
Portland, OR 97214

Contract No. 10,101 awarded to Sims Electric, Inc. for work on the Pacific Highway at Garden Valley Interchange (Roseburg) in Douglas County was completed on June 12, 1986, and accepted by the State Highway Division on July 25, 1986.

Final payment in the amount of $500.00 will be released to the contractor after August 11, 1986. The total contract amount is $103,886.73 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Sims Electric, Inc.
721 S.E. Oak
Roseburg, OR 97470

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

10,101

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10101

TO: Robert Gormsen
Manager, Commission Services

DATE: July 25, 1986

FROM: EG Hunter
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10101 , On Site Work Substantially Completed March 7, 1986

All Work Completed June 12, 1986

Project Pac. Hwy. @ Garden Valley Intch.

Highway Pacific

County Douglas

Type of Work Traffic Signal Installation

Contractor Sims Electric, Inc.

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

8-5-86 - Surety letter written.

RECEIVED
JUL 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTA ION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(134)125 & MG-3120(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40165 & 50245

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE July 2, 1985

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Pacific Highway at Garden Valley Interchange Section

11. GENERAL DESCRIPTION OF WORK

Traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6-26-85 and 7-1-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-1-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of 139,674; Federal Funds $132,762.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 7/3/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(134)125 &

2. XXXXXXXXXXXXX MG-3120(2)

2A. COUNTY NAME Douglas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40165 & 50245

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
APR 29 '86
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE February 27, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Pacific Hwy at Garden Valley Interchange Section

11. GENERAL DESCRIPTION OF WORK

Permanent Paving Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/27/86 as requested in Mr. Fredrickson's letter of 4/15/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $1,000;
Federal Funds $922.

14. DATE 4/25/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,181

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# WE LY REPORT FOR CONSTRUCTION F JECTS

PROJECT NAME (SECTION): PACIFIC HIGHWAY AT GARDEN VALLEY INTERCHANGE

HIGHWAY: PACIFIC

COUNTY: DOUGLAS

CONTRACTOR: SIMS ELECTRIC

KIND OF WORK: SIGNAL INSTALLATION

WEEK ENDING: 04/19/86

CONTRACT NO: 10101

F.A. PROJECT NO: IR-5-3(134)125

DATE OF AWARD: 10/01/85

FIRST NOTIFICATION DATE: 10/21/85

ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND: 03/07/86

ESTIMATED SEMIFINAL SUBMITTAL DATE: SUBMITTED 04/05/86

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: – WORKERS: –

PERCENT CONTRACT WORK COMPLETED: 100 %

**PROJECT AUTHORIZATION**

CURRENT AUTHORIZATION $ 133,056.05

ESTIMATED PROJECT COST $ 122,505.35

ESTIMATED PERCENT OVERRUN/UNDERRUN %

**ENGINEERING**

AUTHORIZATION $ 10,550.70

COST THIS WEEK $

TOTAL TO DATE $ 10,100.00

PERCENT OF AUTHORIZATION 96 %

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| 200 C.D. | - | 10 | 190 | | |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | | | | | | |
| EST. CORRECTED QUANTITIES | | | | | | |
| EST. PERFORMED TO DATE | | | | | | |
| PERCENT PERFORMED TO DATE | | | | | | |

ACTIVITIES THIS WEEK: 04/06/86 - 04/12/86:

All contract work complete

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) John Read JOHN READ

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,101

N

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5
10101

DATE: April 7, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: ~~C.~~ Bruce M. Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-3(134)125 & MG-3120(2)

Contract 10101 Work Completed March 7, 1986

Project Pacific Hwy. at Garden Valley Interchange

Highway Pacific

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 3-25-86
2B

G. K. Hossner
for Dale E. Wilken
Division Administrator

BMW:kdel

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
STAT. HWY ENGR
APR 11 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

734-2023 (2-85)

STATE COPY

cc: L. W. Rulien

U.S. Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Douglas | DIVISION<br>COPY SENT<br>Oregon |

IN COMPANY WITH
Bill Quinn, Rohn Reed, Doug Green, Gary Cofax, OSHD

APR 10 1986

| | | |
|---|---|---|
| DATE OF INSPECTION<br>3-25-86 | INSPECTION MADE BY<br>W. N. Bryant, Area Engineer, FHWA | PROJECT NO.<br>State Region B.C.<br>MG-3120(2) and<br>IR-5-3(134)125 |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>95 % | WORK COMPLETED<br>100 % |

## PACIFIC HIGHWAY AT GARDEN VALLEY INTERCHANGE
## PACIFIC HIGHWAY
### Traffic Signals

Work completed under this project consisted of the installation of 170 controllers at Stewart Parkway and Garden Valley Road; installation of an intertie between signals at Steward Parkway Fred Meyer entrance and BLM entrance; and the installation of a traffic signal system on the southbound ramp intertied with the above signal systems and the northbound ramp signals.

A contract in the amount of $98,730.00 was awarded Sims Electric Inc. on 8-1-85. Work began on 10-21-85 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 3-7-86 at a final estimated cost of $129,886.72, or approximately 2% below the authorized amount of $133,056.05.

A total of 190 calendar days were used as compared to the 200 calendar days allowed under the contract. Project records indicate that all materials incorporated into the work were tested and found to be in reasonably close conformance with approved plans and specifications.

Based on the results of this inspection, final acceptance of the contract work is recommended.

############

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 11 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cg
4/14

Form FHWA-1446A

**STATE OF OREGON** **INTEROFFICE MEMO**

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: September 6, 1985

E S Hunter

FROM: E. S. Hunter
Acting State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 25, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened July 25, 1985 on the following projects:

1. Marquam Creek Bridge
   Cascade Highway South
   Clackamas County
   Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Myrtle Creek (Broyden) Bridge
   Myrtle Creek Road
   Coos County
   Structures

   Same as No. 1.

3. Myrtle Grove Slide
   Dillard Highway
   Douglas County,
   Misc. Highway Appurtenances

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Pacific Highway at Garden Valley Interchange
   Pacific Highway
   Douglas County
   Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

Contains Recycled Materials

5. John Day-Canyon City Section
John Day-Burns Highway
Grant County
Overlay

Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

6. Mt. Vernon-John Day (Bikeway - Unit 2)
John Day Highway
Grant County
A.C. Paving and Oiling

Bikeway project. Shoulders being widened to provide 4-foot bike lanes adjacent to 12-foot travel lanes.

7. Starr Ridge-Cottonwood Creek
John Day-Burns Highway
Grant County
A.C. Paving and Oiling

Same as No. 1.

8. N. Fork Sprague River Bridge
Camp Six Road
Klamath County
Structures

Same as No. 1.

9. Green Creek Bridge
Mapleton-Junction City Highway
Lane County
Structures

Same as No. 1.

10. Mapleton-M.P. 25.7
Florence-Eugene Highway
Lane County
Misc. Highway Appurtenances

Same as No. 3.

11. Reed Service Road Bridge
Pacific Highway
Lane County
Structure

Same as No. 1.

12. Willow Creek (Robertson) Bridge
9th Avenue East (County Road)
Malheur County
Structures

Same as No. 1.

13. Willow Creek (Tomasello Road) Bridge
Tomasello Road (County Road)
Malheur County
Structures

Same as No. 1.

14. Washington State Line-Linn/Lane County Line (Unit 1)
Pacific Highway
Marion and Linn Counties
Signing

Same as No. 3.

15. Sandy River-Corbett Interchange
Columbia River Highway
Multnomah County
Overlay

Same as No. 3.

16. Cold Springs Bridge
Pendleton-Cold Springs Highway
Umatilla County
Structures

Same as No. 1.

17. Forest Boundary-M.P. 25.83
Enterprise-Lewiston Highway
Wallowa County
A.C. Paving and Oiling

Same as No. 1.

18. Tualatin Valley Highway at Mountain View Lane
    Tualatin Valley Highway
    Washington County
    Paving and Signals

    Walks and pedestrian signals will be provided for pedestrian traffic.

19. Millican Creek-McMinnville (Bikeway - Unit 2)
    Pacific Highway West
    Yamhill County
    A.C. Paving and Oiling

    Bikeway project. Shoulders being widened to provide a bike lane adjacent to travel lanes.

ESH:BCE:ja

cc D. G. Talbot
L. E. George
Bob Pool

10,101

# STATE COPY

N

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>9-3 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>9-3-85 | STATE<br>Oregon<br>COUNTY<br>Douglas<br>PROJECT NO.<br>[illegible]-3120(2) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. "Garden Valley Rd. (Roseburg)"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-2-85 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA %

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 53,696.00 | FEDERAL FUNDS<br>$ 53,696.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXXFor: E.S. Hunter, P.E.

Acting State Highway Engineer
*(Title)*

By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator SEP 3 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 21, 1985

Federal Aid Project No. MG-3120(2)

Pacific Highway @ Garden Valley Interchange Section
Pacific Highway
Douglas County

## PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Traffic Signals (3 Locations)

| | | | | | |
|---|---|---|---|---|---|
| Temporary Protection and Direction of Traffic | Lump Sum | 40% | Lump Sum | $ | 320.00 |
| Temporary Signs | Sq. Ft. | 131 | 5.00 | | 655.00 |
| Temporary Barricades | Each | 1 | 150.00 | | 150.00 |
| Flaggers | Hour | 16 | 7.50 | | 120.00 |
| Traffic Signal Installation, Complete | Lump Sum | All | Lump Sum | | 22,812.30 |
| Model 170 Controller Equipment, Complete | Lump Sum | All | Lump Sum | | 14,300.00 |
| | | | | $ | 38,357.30 |

Anticipated Items

| | | | | | |
|---|---|---|---|---|---|
| State Furnished PROM & Program | All Required | 50% | | $ | 1,750.00 |
| Signal Controller Testing & Turn-On | All Required | 50% | | | 5,000.00 |
| | | | | $ | 6,750.00 |
| | | | Subtotal | $ | 45,107.30 |
| | | | Engineering | | 6,088.70 |
| | | | Total | $ | 51,196.00 |

Retain in Reserve

| | | | | | |
|---|---|---|---|---|---|
| Work to Bring Existing System up to Code | All Required | 50% | | $ | 2,500.00 |

## SUMMARY OF FUNDS (100%)

| Description | Total Cost | Federal Funds |
|---|---|---|
| Signals | $ 51,196.00 | $ 51,196.00 |
| Subtotal | $ 51,196.00 | $ 51,196.00 |
| Reserve | 2,500.00 | 2,500.00 |
| Total | $ 53,696.00 | $ 53,696.00 |

| | |
|---|---|
| Group 2 | 25% |
| Contract No. | |
| Prefix: | C610-1936 |
| Prefix: | C10101 |

CPL:bkb

10,101 11

August 13, 1985

CON 5
10,101

Sims Electric, Inc.
P. O. Box 1245
Roseburg, OR 97470

This is in response to your letter of August 8, 1985, advising us that you cannot supply the performance bond on Contract No. 10,101 for work at the Garden Valley Interchange of the Pacific Highway in Douglas County within the 10-day time limit.

Our Chief Counsel advises that we will grant you an additional 10 days in which to return the signed contracts to us with an accompanying performance bond.

Robert W. Gormsen
COMMISSION SERVICES

bc Jack Sollis
Ed Hunter
C. O. Fredrickson
James Gix
Roger Patitz
Jan Peterson

FKN:mlr

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC ADMINISTRATIVE OFFICE
480 N.E. OAKLAND AVE. - P.O. BOX 1245
ROSEBURG, OREGON 97470
(503) 673-5525

RAY O. SIMS, CHAIRMAN OF BOARD
WM. H. SIMS, PRESIDENT
W.D. MATTSON, PRESIDENT
JAMES P. SHOEMAKER, VICE PRESIDENT

August 8, 1985

SIOSHD85

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon 97310

Att: Mr. Robert W. Gormsen, Commissioner

Gentlemen,

Please refer to File #CON5 Contract #10,101, for the project:

Pacific Highway At Garden Valley Interchange
Section of Pacific Highway in Douglas County
Traffic Signals.

You have given us the notice of award and contract documents for signatures and return.

For the first time in over 40 years of performing work of this type for the State of Oregon we are embarrassed in our apparent lack of ability, on a short notice, to obtain a performance bond.

Our Surety recently has been Industrial Indemnity of the Northwest, however just before the bid opening they withdrew support, to our supprise. We therefore submitted a 10% deposit with our bid, about $10,000.

We are very well prepared to perform the work according to the terms of the contract but may not be able to supply the performance bond within the time allocated.

Our bid was $ 98,730. Linco Electric was the second low at
101,662, a difference of $2,932.

Could you kindly advise what options are available to us?

The following occur to us?

1. With a week to 10 days additional time we should be able to provide the bond. Can you provide an extention?

2. Is there an alternative to providing a performance bond?

3. Can we negotiate with the 2nd low to provide the bond or perform the work?

4. Can we ask another contractor pre-qualified with the State to

RECEIVED
AUG 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jointly help with the bonding responsibility.

We would appreciate your immediate response.

Very truly yours,

SIMS ELECTRIC, INC. 673-5525

Ray Sims

Ray O. Sims, Secretary

RECEIVED
AUG 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,101

August 6, 1985

PRO

Adney E. Bowker, P.E.
City Engineer
City of Roseburg
900 S.E. Douglas Avenue
Roseburg, OR 97470

Subject: Garden Valley Interchange @ I-5
Southbound Off-Ramp
Contract Award

Dear Mr. Bowker:

On July 25, 1985 the Highway Division received a satisfactory bid from Sims Electric, Inc., of Roseburg for the subject project which included the signal interconnect on Garden Valley Blvd. With your concurrence, we awarded the contract on August 1, 1985.

The proposed construction cost based on the contractor's bid is as follows:

| | State I-R | City FAU |
|---|---|---|
| Contractor's Bid | $60,372.70 | $38,357.30 |
| Anticipated Additional Items: | | |
| State Furnished Prom & Program | 2,625.00 | 875.00 |
| Signal Controller Testing & Turn-On | 7,500.00 | 2,500.00 |
| Work to bring existing system up to code | 3,750.00 | 1,250.00 |
| SUBTOTAL | $74,247.70 | $42,982.30 |
| Contingencies (4-1/2%) | 3,341.14 | 1,934.20 |
| Engineering (9%) | 6,682.29 | 3,868.40 |
| TOTAL | $84,271.13 | $48,784.90 |

The signal interconnect will be financed with Federal Aid Urban funds at 100% federal share with no match requirement from the City.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:me
bc: James J. Gix, Region 3
Jack Ayres, Region 3

12

10,161

[illegible] 7-6-1
[illegible]

July 18, 1985

City of Roseburg
City Hall
Roseburg, OR 97470

AGR 4-1

**Attention:** Robert D. Barbee
Acting City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8437

Attached for your files is a fully executed copy of an agreement to install traffic control equipment at the intersection of Pacific Highway Southbound Off-Ramp and Garden Valley Blvd. and update traffic control equipment on Garden Valley Blvd. between Mulholland and Stewart Parkway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachments
bc: Gary Potter (agree. att.)

10,181

1-4

Section *Pacific Hwy. At Garden Valley Intchge.* Programming Estimate $ ______
Highway *Pacific* Project Length —
County *Douglas* Completion Time *200 C.D.*
Kind of Work *Traffic Signal Installation* Est. Comp. Date *1-13-86*
Prefix *610-1936* Letting Date *July 25, 1985* Project No. *IR-5-3(134)125*
*MG-3120(2)*

Received 6-21-85
8:30 am
C.L.

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | IR 75% | MG 25% | IR | MG |
|---|---|---|---|---|
| Estimated Contract Amount . . . . | | | $ $72{,}108^{00}$ | $33{,}048^{00}$ |
| Anticipated Additional Items: | | | | |
| Royalty Payment. . . . . . . . . . . . . . . . . | | | $ $13{,}875^{00}$ | $4625^{00}$ |
| Permit Fees . . . . . . . . . . . . . . . . . | | | | |
| Slide Correction . . . . . . . . . . . . . . . | | | | |
| Railroad Protective Costs . . . . . . . . . . | | | | |
| Other Railroad Costs . . . . . . . . . . . . | | | | |
| Permanent Signing . . . . . . . . . . . . . . | | | | |
| Permanent Pavement Striping. . . . . . . . . . | | | | |
| Temporary Pavement Striping. . . . . . . . . . | | | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | | | |
| Temporary Erosion Control . . . . . . . . . . | | | | |
| State Furnished *PROM & Program* . . . . . . | $2625^{00}$ | $875^{00}$ | | |
| Roadside Seeding & Mulching . . . . . . . . . . | | | | |
| Asphalt Cement Adjustment . . . . . . . . . . | | | | |
| On the Job Trainees ($0.80 x ____ hrs.) . . . . | | | | |
| State Responsibility for Damages . . . . . . . . | | | | |
| Signal Controller Testing & *Turn-on* . . . . . . | $7500^{00}$ | $2{,}500^{00}$ | | |
| "OPTICOM" Testing . . . . . . . . . . . . | — | | | |
| Bikeway Signs . . . . . . . . . . . . . . . . | | | | |
| Bikeway Striping & Legend . . . . . . . . . . | | | | |
| ______ . . . . . . . . . | | | | |
| *Work to Bring Existing System up to Code* . . | $3750^{00}$ | $1{,}250^{00}$ | | |
| ______ . . . . . . . . . | | | | |
| ______ . . . . . . . . . | | | | |
| ______ . . . . . . . . . | | | | |
| Adjust Utilities: | | | | |
| ______ . . . . . . . . . | | | | |
| ______ . . . . . . . . . | | | | |
| Subtotal | | | $ $85{,}983^{00}$ | $37{,}673^{00}$ |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . | | | $3{,}869^{24}$ | $1{,}695^{29}$ |
| Engineering (8, [✓ 9], 10%) . . . . . . . . . . . . . . . . . . | | | $7{,}738^{47}$ | $3{,}390^{57}$ |
| Subtotal | | | $ | |
| Credit for ______ . . . . . . | | | | |
| Estimated Net Authorization, Construction . . . . . . . . . . . . . . | | | $ $97{,}590^{71}$ | $42{,}758^{86}$ |

CC: JACK AYRES

APPROVED
Duane O. Christensen
Road Design Engineer

APPROVED
N E Mann For
FINAL DESIGN ENGR.

Total = $140{,}349^{57}$

REC'D. 6-~~24~~-85
E

Rev 11/81

# SUMMARY--BID SCHEDULE--COST ESTIMATE

## OREGON STATE HIGHWAY DIVISION

| | | | | |
|---|---|---|---|---|
| **SECTION**<br>Pacific Hwy. at Garden Valley Intchge Sec. | | **COUNTY**<br>Douglas | | **SHEET** 1 **OF** 1 |
| **KIND OF WORK**<br>Traffic Signal Installation | **KEY NUMBER** | **LENGTH**<br>— | **DATE**<br>6-20-85 | **NAME**<br>McGill |

| NO. | ITEM | CODE | UNIT | QUANT. | | UNIT COST | TOTAL | |
|---|---|---|---|---|---|---|---|---|
| | | | | IR | MG | | IR | MG |
| | Temporary Protection and Direction of Traffic | | Lump Sum | 60% | 40% | Lump Sum | 1,020$^{00}$ | 680$^{00}$ |
| | Temporary Signs | | Sq. Ft. | 196 | 131 | 8$^{00}$ | 1,568$^{00}$ | 1,048$^{00}$ |
| | Temporary Barricades | | Each | 1 | 1 | 70$^{00}$ | 70$^{00}$ | 70$^{00}$ |
| | Flaggers | | Hour | 24 | 16 | 15$^{00}$ | 360$^{00}$ | 240$^{00}$ |
| | TRAFFIC SIGNALS | | | | | | | |
| | Traffic Signal Installation, Complete | | Lump Sum | 66% | 34% | Lump Sum | 43,890$^{00}$ | 22,610$^{00}$ |
| | Model 170 Controller Equipment, Complete | | Lump Sum | 75% | 25% | Lump Sum | 25,200$^{00}$ | 8,400$^{00}$ |

10.1

Fa 7-6-1
Routing

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 21, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40165
Project No. IR-5-3(134)125
Pacific Hwy. @ Garden Valley Intchge.
Pacific Highway
Douglas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 25, 1985.

The contract for this project will include work for project No. MG-3120(2).

DRH:bkb
Attachments
cc: James J. Gix, Region 3
General Files

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 21, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50245
Project No. MG-3120(2)
Pacific Hwy. @ Garden Valley Intchge. Sec.
Garden Valley Road
Douglas County

Attached data consists of PR-1 forms with Project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 25, 1985.

This project will be included with contract for project IR-5-3(134)125.

DRH:bkb
Attachments
cc: James J. Gix, Region 3
Gary Zehner, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

June 21, 1985

| OJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| o. Rd., Garden Valley Rd. (Roseburg) | | 8,500 | ---- | ---- | 10 | Oregon | 41 | W33 | 50245 |

| D WORK (35 typewriter | NATL. FOREST | FA ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ignals | | | | | | | | MG- | 3120 | (2) | | |

S Urban System

Roseburg

COUNTY NAME Douglas CODE 019

ROUTE NO. U FEDERAL-AID 3120 UM STATE Co. Rd. U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (100%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | | | | | | |
| OW | | | | | | | | |
| ONST (CODE) SFTY | (12) | "Pacific Hwy. @ Garden Valley Intchge. Sec." | 0.00 | 43,000 | 43,000 | ---- | ---- | |
| DRH | | PROJECT TOTALS | 0.00 | 43,000 | 43,000 | ---- | ---- | |

PROVAL DATES

REMARKS

01781

-over

USCOMM-BUSCOMM-DC 48803-P61

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED [illegible].O.

FORM PR-1
(REV. 4-61)

June 21, 1985

# FEDERAL - AID PROGRAM DATA
(PPM 21-1)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (18) (20) | PROJECT LOCATION (45 typewriter spaces) 21 66<br>Co. Rd., Garden Valley Rd. (Roseburg) | **ADT** | PRESENT<br>8,500 | FUTURE (66) (70)<br>---- | YEAR (71) (72)<br>---- | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62<br>Traffic Signals | NATL. FOREST (63) (65) | FA ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14 28<br>MG- | NUMBER 7<br>3120 |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Douglas |
| | NAME OF URBAN AREA 17-31<br>Roseburg | ROUTE NO. U · FEDERAL-AID 3120 UM (32) · STATE Co. Rd. (36) (37) · U.S. ---- |

| CARD 5 | LINE NO. | CHANGE CODE | | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (100%) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14)(15) | (16) | | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE)<br>SFTY | (12) | "Pacific Hwy. @ Garden Valley Intchge. Sec." | 0.00 | 43,000 | 43,000 | ---- | ---- |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>DRH | PROJECT TOTALS | 0.00 | 43,000 | 43,000 | ---- | ---- |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (18) (23) | (24) (31) | REMARKS | |

Key #01781

## Pacific Hwy. @ Garden Valley Intchge. Sec.

Project Data: Work under this project consists of: 1) install 170 controllers at Stewart Parkway and Garden Valley Road; 2) intertie Stewart Parkway, Fred Meyer Entrance (Goetz) with B.L.M. Entrance all an Garden Valley Road; 3) adjust utilities as required; and 4) incidentals common to this type of project.

Maintenance and Accommodations of Utilities: A State-City Agreement No. 8437 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed __________________.

Note: 1) This project is in Congressional District No. 4.
2) To be let with project IR-5-3(134)125.

10,101

Section *Pacific Hwy. At Garden Valley Intchge.* Programming Estimate $

Highway *Pacific* Project Length —

County *Douglas* Completion Time *200 C.D.*

Kind of Work *Traffic Signal Installation* Est. Comp. Date *1-13-86*

Prefix *610-1936* Letting Date *July 25, 1985* Project No. *IR-5-3(134)125*
*MG-3120(2)*

Received 6-20-85
8:30 am
ch.

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | IR 75% | MG 25% | IR | MG |
|---|---|---|---|---|
| Estimated Contract Amount . . . . | | | $ ~~72,108.00~~<br>63,708 – | ~~33,048.00~~<br>41,448 – |
| Anticipated Additional Items: | | | | |
| Royalty Payment. . . . . . . . . . . . . . . . . . | | | | |
| Permit Fees . . . . . . . . . . . . . . . . . . . | | | | |
| Slide Correction . . . . . . . . . . . . . . . . . | | | | |
| Railroad Protective Costs . . . . . . . . . . . . | | | | |
| Other Railroad Costs . . . . . . . . . . . . . . | | | | |
| Permanent Signing . . . . . . . . . . . . . . . . | | | | |
| Permanent Pavement Striping. . . . . . . . . . . | | | | |
| Temporary Pavement Striping. . . . . . . . . . . | | | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | | | |
| Temporary Erosion Control . . . . . . . . . . . | | | | |
| – State Furnished *PROM & Program* . . . . . . | 2625.00 | 875.00 OK | $ 13,875.00 | 4625.00 |
| Roadside Seeding & Mulching . . . . . . . . . . | | | | |
| Asphalt Cement Adjustment. . . . . . . . . . . . | | | | |
| On the Job Trainees ($0.80 x ____ hrs.) . . . . | | | | |
| State Responsibility for Damages . . . . . . . . | | | | |
| - Signal Controller Testing *& Turn-on* . . . . . | 7,500.00 | 2,500.00 OK | | |
| "OPTICOM" Testing . . . . . . . . . . . . . . . | | | | |
| Bikeway Signs . . . . . . . . . . . . . . . . . . | | | | |
| Bikeway Striping & Legend . . . . . . . . . . . . | | | | |
| . . . . . . . . . . . . . . . . | | | | |
| *Work to Bring Existing System up to Code* . . | 3,750.00 | 1,250.00 OK | | |
| . . . . . . . . . . . . | | | | |
| . . . . . . . . . . . . | | | | |
| . . . . . . . . . . . . | | | | |
| Adjust Utilities: | | | | |
| . . . . . . . . . . . . | | | | |
| . . . . . . . . . . . . | | | | |
| Subtotal | | | $ 77,583 –<br>~~85,983.00~~ | ~~37,673.00~~ 46,073.00 |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . | | | 3,491.24<br>~~3,869.24~~ | ~~1,695.29~~ 2,073.29 |
| Engineering (8, [✓ 9], 10%) . . . . . . . . . . . . | | | 6,982.47<br>~~7,738.47~~ | 4,146.57<br>~~3,390.57~~ |
| Subtotal | | | $ | |
| Credit for ________ . . . . . . | | | | |
| Estimated Net Authorization, Construction . . . . | | | $ ~~97,590.71~~<br>88,056.71 | ~~42,758.86~~<br>52,292.86 |

CC: Jack Ayres

Total = 140,349.57

APPROVED

Duane O. Christensen
Road Design Engineer

APPROVED
N E Mann For
FINAL DESIGN ENGR

Rec'd 6-28-86
E

Rev. 11/81

# SUMMARY--BID SCHEDULE--COST ESTIMATE

## OREGON STATE HIGHWAY DIVISION

| | | | |
|---|---|---|---|
| SECTION<br>Pacific Hwy. at Garden Valley Intchge Sec. | | COUNTY<br>Douglas | SHEET 1 OF 1 |
| KIND OF WORK<br>Traffic Signal Installation | KEY NUMBER | LENGTH<br>— | DATE<br>6-20-85 |
| | | | NAME<br>McGill |

| NO. | ITEM | CODE | UNIT | QUANT. | | UNIT COST | TOTAL | |
|---|---|---|---|---|---|---|---|---|
| | | | | IR | MG | | IR | MG |
| | | | | | | | | |
| | Temporary Protection and Direction of Traffic | | Lump Sum | 60% | 40% | Lump Sum | 1,020$^{00}$ | 680$^{00}$ |
| | Temporary Signs | | Sq. Ft. | 196 | 131 | 8$^{00}$ | 1,568$^{00}$ | 1,048$^{00}$ |
| | Temporary Barricades | | Each | 1 | 1 | 70$^{00}$ | 70$^{00}$ | 70$^{00}$ |
| | Flaggers | | Hour | 24 | 16 | 15$^{00}$ | 360$^{00}$ | 240$^{00}$ |
| | | | | | | | | |
| | TRAFFIC SIGNALS | | | | | | | |
| | | | | | | | | |
| | Traffic Signal Installation, Complete | | Lump Sum | 66% | 34% | Lump Sum | 43,890$^{00}$ | 22,610$^{00}$ |
| | Model 170 Controller Equipment, Complete | | Lump Sum | 50%<br>75% | 50%<br>25% | Lump Sum | 16,800 –<br>25,200$^{00}$ | 16,800 –<br>8,400$^{00}$ |

10,101 01781

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: Gary Potter
Program Manager

DATE: June 20, 1985

FROM: Duane Kirby
Duane Kirby
Region Design Supervisor

SUBJECT: Stewart Parkway - Mulholland Drive
Garden Valley Boulevard
City of Roseburg
Signal Interconnection

Attached is the project prospectus and Federal Aid Project Request for the signal interconnection on Garden Valley Boulevard in the City of Roseburg.

dk:cjb

Attach.

cc: Program Sec
Fed Aid
Local prog.
Location
Environ.

Note - FYI:
This prospectus adds some work to an existing project. Plans & agreements have already been prepared.
RM 26 JUN 85

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 21 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

# PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1781

SECTION: Stewart Parkway - Mulholland Drive

REGION: 3

|  |  |  |  |
|---|---|---|---|
| STATE HIGHWAY # | HIGHWAY NAME<br>Garden Valley Boulevard | MILE POST<br>FROM -- TO -- | LENGTH<br>0.8 |
| ☒ URBAN<br>☐ RURAL | CITY<br>Roseburg | COUNTY<br>Douglas | ROAD/STREET NAME<br>Garden Valley Boulevard |
| ROUTE #<br>FAU 3120 | FEDERAL AID # |  | APPLICANT (IF OTHER THAN STATE)<br>City |

| COST ESTIMATES (000's) |  |  | PROJECT DATA |  | RIGHT OF WAY |  |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING |  | $ -0- | GRADING (✓) |  | FILES (#) | -0- |
| RIGHT OF WAY |  | $ -0- | PAVING (✓) |  | ACRES (#) | -0- |
| ROADWAY | $ |  | STRUCTURES (✓) |  | RELOCATIONS (#) | -0- |
| STRUCTURES | $ |  | SIGNING (✓) |  | WORK BY STATE/CONSULTANT/APPLICANT |  |
| SIGNALS | $ 40 |  | SIGNALS (✓) | X | PRELIMINARY ENGINEERING (S,C,A) | N/A |
| ILLUMINATION | $ |  | ILLUMINATION (✓) |  | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ |  |  |  | RIGHT OF WAY DESCRIPTIONS (S,C,A) | N/A |
|  | $ |  | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | N/A |
| ~~10%~~ ENGINEERING & CONTINGENCIES | $ included in signal |  | DESIGN CATEGORY (1-7) | 7 | CONSTRUCTION BY |  |
| TOTAL CONSTRUCTION |  | $ 40 | WORK TYPE (1-12) | 9 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE |  | $ 40 |  |  |  |  |

|  |  |  |  |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR)<br>~~4/85~~ 25 JUL 85 | RECOMMENDED FUNDING SOURCE<br>FAU | RECOMMENDED PROGRAM YEAR<br>~~1985~~ 1986 |

## RECOMMENDED PROGRAM REVISIONS

|  |  |  |  |  |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 4 | 4 |
| STRUCTURES (#) | 0 | 0 |
| SIGNALS (#) | 5 | 5 |
| BIKE PATH (Y/N) | Y | Y |
| AVERAGE DAILY TRAFFIC | 29,000 |  |
| YEAR OF AVERAGE DAILY TRAFFIC | 1984 |  |

DEFINE THE PROBLEM

The traffic signals from Stewart Parkway to Mulholland Drive need upgraded with the new signal at Pacific Highway at Garden Valley Interchange South Bound.

PROPOSED SOLUTION

To install interconnection of five traffic signals on Garden Valley Blvd.

This work has been included in Pacific Hwy @ Garden Valley Intchg project PCS Key # 1781, I4R Funds, letdate 25 JUL 85

|  |  |  |  |  |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE<br>6/19/85 |  |  |  |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE |  |  |  |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

## GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

## SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

**SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY** and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

**COST ESTIMATES** — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

**PROJECT DATA** — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

**RIGHT OF WAY** — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

**WORK BY** and **CONSTRUCTION BY** are self-explanatory.

**FINANCING/PROGRAMMING** — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

**EXISTING** & **PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

**DEFINE THE PROBLEM** — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

**PROPOSED SOLUTION** — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

## PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION Stewart Parkway - Mulholland Drive | KEY ID # 01781<br>REGION 3 |

## PROJECT JUSTIFICATION

This project is needed for interconnection of five traffic signals from Stewart Parkway-Mulholland Drive on Garden Valley Blvd.

This project will be part of Pacific Highway @ Garden Valley Interchange South Bound.

Key # 1781
FUND I-4R
LET 25 JUL 85

## ADMINISTRATION RECOMMENDATION

# INSTRUCTIONS

**PROJECT JUSTIFICATION**

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

**ADMINISTRATION RECOMMENDATION** will be completed in Salem.

# PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01781

SECTION
Stewart Parkway - Mulholland Drive

REGION
3

**ENTER:** S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | N | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | N | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | | SIGNALS | 5 | OLD (#) NEW (#) | 5 |

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | N | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | N |

| | | |
|---|---|---|
| UTILITIES | | (LIST BELOW) |

COMPANIES
Pacific Power & Light
Pacific Northwest Bell
C.P. National
City of Roseburg

| DESIGN SPEED | DESIGN STANDARDS |
|---|---|
| 35 MPH | AASHTO |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | | | | | N/A | | | | | | | | |

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| N/A | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | N/A | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 1781

SECTION Stewart Parkway - Mulholland Drive

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

No right-of-way will be needed for this project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact on land use, and project is consistent with comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

An analysis by the traffic analysis unit using Passer II Program shows that intersections involved would operate at level C or better with no interference with pedestrians.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This is a traffic signal modernization project. Impacts to the environment will be minimal.

OTHER DOCUMENTATION

None

This work to be included with
Pacific Hwy @ Garden Valley Intchg.
project (Key # 1781) which is to be Let 25 Jul 85

| | | |
|---|---|---|
| PREPARED BY<br>x Duane Kirby | TELEPHONE NUMBER<br>440-3399 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |

734-1913 (7-82)

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01781

SECTION Stewart Parkway - Mulholland Drive
HIGHWAY Garden Valley Blvd.
COUNTY Douglas
REGION 3

## SURVEY AUTHORITY

AUTHORIZATION NO. 1
PREFIX
DATE

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ --- | $ | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | --- | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | --- | | 918 LOCATION | | | 935 SOILS | | |
| 904 CONSULTANT | | | 920 PROGRAM MANAGEMENT | | | 936 REGION TRAFFIC | --- | |
| 905 FINAL DESIGN | | | 921 SPECIFICA-TIONS | | | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 922 ADMIN. SERVICES | | | 938 REGION ENVIRONMENT | --- | |
| 907 PRELIMINARY DESIGN | | | 923 ENVIRONMENTAL SECTION | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 924 D.O.T. | | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | --- | | 925 AIR MONITORING | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 926 FOUNDATION | --- | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 927 FREE BRIDGE DESIGN | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | --- | | 929 FREE BRIDGE SPECIFICATIONS | | | | | |
| 914 REGION UTILITY LIAISON | --- | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ 40,000 | $ |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

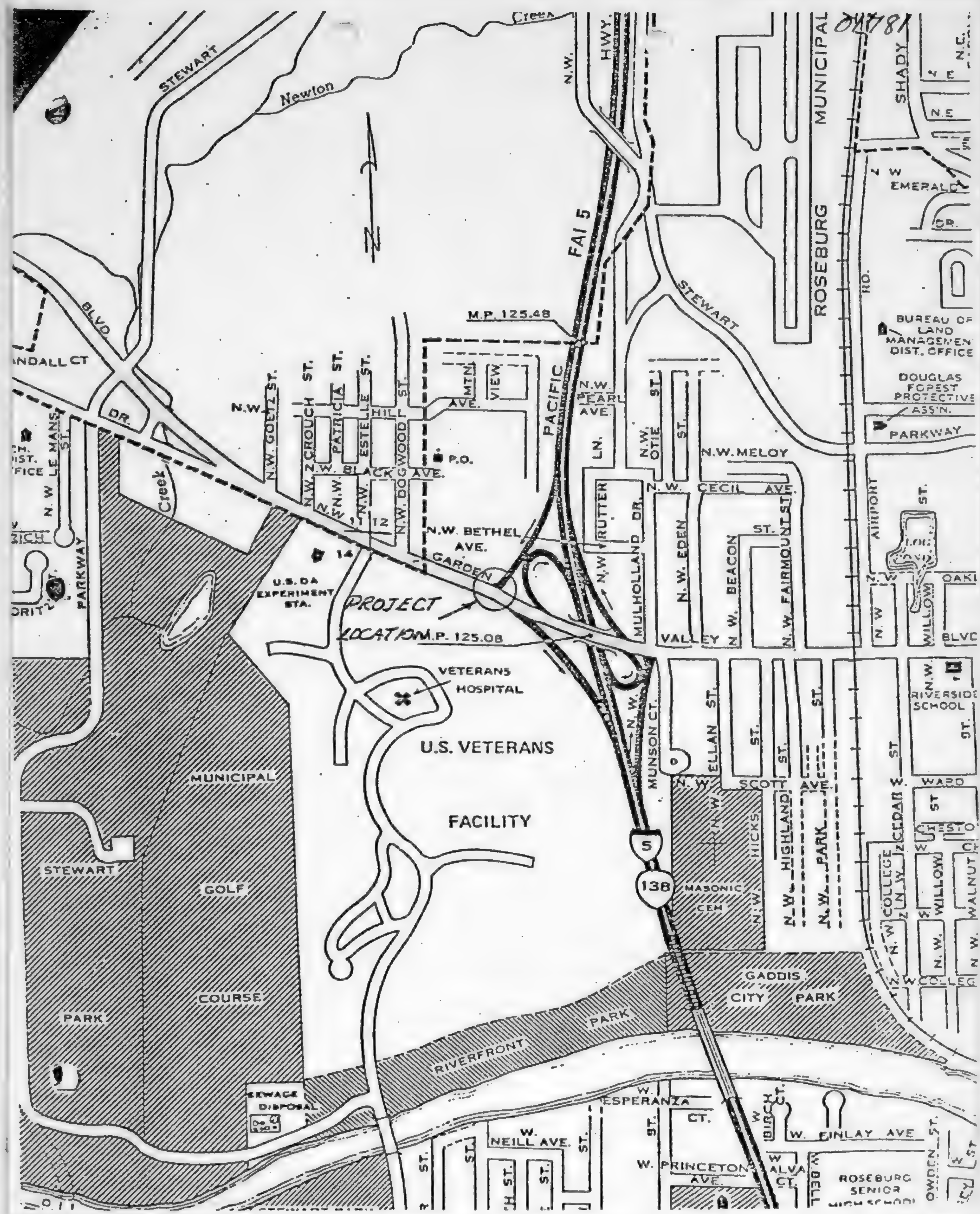
LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for the interconnection of traffic signals from Stewart Parkway-Mulholland Drive on Garden Valley Blvd.

This work has been combined with
Pacific Hwy @ Garden Valley Intchge
Key # 1781, To let 25 JUL 85 (I-4R funds)

| | | | |
|---|---|---|---|
| PREPARED BY<br>Duane Kirby | DATE<br>6-12-85 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, ~~PROJECT MANAGER~~ Reg. Gasto Eng.<br>X | DATE<br>6/19/85 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

04181


Creek
Newton
STEWART
BLVD.
N
N.W. HWY.
FAI 5
PACIFIC
ROSEBURG
MUNICIPAL
SHADY
N.E.
N.E
N.W. EMERALD
DR.
RD.
STEWART
M.P. 125.48
BUREAU OF LAND MANAGEMENT DIST. OFFICE
DOUGLAS FOREST PROTECTIVE ASS'N.
PARKWAY
ANDALL CT
DR.
N.W. GOETZ ST.
CROUCH ST.
PATRICIA ST.
ESTELLE ST.
HILL ST.
MTN. VIEW
AVE.
N.W. PEARL AVE.
N.W. OTIE ST.
ST.
LN.
N.W. MELOY
N.W. CECIL AVE.
P.O.
N.W. BLACK AVE.
N.W. DOGWOOD
12
N.W. BETHEL AVE.
GARDEN
14
RUTTER
MULHOLLAND DR.
N.W. EDEN
N.W. BEACON
ST.
N.W. FAIRMOUNT ST.
AIRPORT
ST.
N.W. OAK
N.W.
WILLOW
BLVD.
N.W. LE MANS ST.
Creek
PARKWAY
U.S. DA EXPERIMENT STA.
PROJECT LOCATION
M.P. 125.08
VALLEY
VETERANS HOSPITAL
U.S. VETERANS
FACILITY
N.W. MUNSON CT.
N.W. ELLAN ST.
ST.
ST.
ST.
N.W. RIVERSIDE SCHOOL
ST.
N.W. SCOTT AVE.
WARD
ST
CHESTNUT
MUNICIPAL
STEWART
GOLF
COURSE
PARK
5
138
MASONIC CEM
N.W. HICKS
N.W. HIGHLAND
N.W. PARK
N.W. COLLEGE
CEDAR
N.W. WILLOW
N.W. WALNUT
N.W. COLLEGE
GADDIS CITY PARK
RIVERFRONT PARK
SEWAGE DISPOSAL
W. ESPERANZA CT.
W. NEILL AVE.
ST.
ST.
W. BIRCH CT.
W. FINLAY AVE
W. PRINCETON AVE.
W. ALVA CT.
W. BELL
ROSEBURG SENIOR HIGH SCHOOL
OWDEN ST.
W. ST.

01781

## FEDERAL AID PROJECT REQUEST

Date 6-17-85

Applicant Agency City of Roseburg

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No. FAU 3120 Route Name Garden Valley Blvd.

Project Name Stewart Parkway - Mulholland Drive

Project Length 0.8 Project Location (Attach sketch map)

Project Description The traffic signals from Stewart Parkway to Mulholland Dr. need to be upgraded and intertied with the new traffic signal to be constructed at the I-5 South bound off Ramp and Garden Valley Blvd.

Average Daily Traffic 29,000 Design Speed 35 mph

Complete Applicable Sections:

### I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Sidewalks NA

Remarks____

2. Desired Roadway Cross Section: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Curbed____ Length Curb Radii____

Sidewalk/Bikeway NA

Remarks____

### II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width NA Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes X No____

3. Will additional right-of-way be needed? Yes____ No ✓

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____

Remarks____

### III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Stewart Parkway - N.W. Garden - Entr. to BLM - Mulholland Dr.

2. **Proposed Signalization:**

Location I-5 Southbound off ramp at Garden Valley Blvd.
Type
Phases
Type of Suspension
Interconnected Stewart Parkway to and including Mulholland Dr.
Remarks This application is to upgrade and intertie the existing signals. The state will install the signal at S.B. off & G.V. Blvd.

3. **Permanent Signing:**

Include in project or by applicant? NA

4. **Permanent Striping:**

Include in project or by applicant? NA

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

NA

2. **Proposed Illumination:**

Location NA
Type
Remarks

## V. STRUCTURE DATA

1. **Existing Structure:**

Location NA
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location NA

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad 
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Sidney Bowker, City Engineer
   Office
2. Environmental — " "
   Office
3. Public Hearing — " "
   Office

Remarks None of the above will apply

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No_________

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ |
| Right-of-way costs (if participating) | |
| Traffic control | 40,000 |
| Illumination | |
| Structures | |
| Railroad | |
| Other | |
| Preliminary engineering | |

PROJECT TOTAL $ 40,000

Remarks This intertie project will be a supplement to the new signal installation at the I-5 S.B. off ramp and Garden Valley Blvd.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Roseburg and/or _________ COUNTY

By Adney E Bowker By_________

By City Engineer By_________

By_________

10,101

STATE OF OREGON
Highway - Traffic

## INTEROFFICE MEMO

TRA 7-6

TO: G. A. Potter, Manager
Program Section

DATE: June 3, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: **Traffic Signal Agreement Draft No. 8437**
**Pacific Highway at Garden Valley Interchange Section**
**Pacific Highway**
**City of Roseburg**

The subject draft has been reviewed. Under Recitals, Item 4a, please change the second paragraph to read:

> "Installation of model 170 controllers at the intersections of Mulholland Drive/Northbound Off Ramp with Garden Valley Boulevard and the BLM entrance with Garden Valley Boulevard."

Also, change the first and second paragraphs under Recitals, Item 4b, to read:

> "Installation of a model 170 controller at the intersection of the Stewart Parkway with Garden Valley Boulevard.
> Intertie intersections on Garden Valley Boulevard:
> Stewart Parkway
> Fred Meyer entrance (Goetz)"

Delete Item 7 under State Obligations in its entirety. Also, delete both paragraphs of Item 3 under City Obligations. The City of Roseburg no longer wants emergency vehicle pre-emption included as part of the project.

After making these corrections, please proceed with negotiations.

L E George

L. E. George
Traffic Engineer

KRR:dc

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 3 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10, 101

**DOUGLAS COUNTY ROAD DEPARTMENT**

**ROBERT J. PARKHILL, ROADMASTER**
2586 N.E. DIAMOND LAKE BLVD.
ROSEBURG, OREGON 97470-3698
(503) 440-4270

**Road Department Office**
County Shop
(503) 440-4268

**K. M. Karlinger**
Maintenance & Operations Coordinator
(503) 440-4267

May 1, 1985

Mr. Jack Ayres
Region Federal Aid Engineer
State Highway Division, Region 3
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Ayres:

Douglas County does concur with the City of Roseburg's commitment of approximately $40,000 of their FAU funds toward the inter-connection of traffic signals on Garden Valley boulevard from Mulholland Drive to Stewart Parkway.

By copy of this letter, I am authorizing you to prepare documents necessary to complete an interagency agreement to inter-connect State Highway Division and Douglas County traffic signals on Garden Valley Boulevard within the city of Roseburg.

We concur with the City regarding their statements on installation and operation of these traffic signals.

Respectfully,

Robert J. Parkhill

dic
cc: Board of Commissioners
Adney Bowker, City Engineer
K. L. Erickson, County Engineer
Ronald D. Curry

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 11 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

H

Telephone 503 / 672-770

# CITY OF ROSEBURG

900 S.E. Douglas Avenue
ROSEBURG, OREGON 97470

ROSEBURG REGION
RECEIVED
APR 24 1985

April 23, 1985

Mr. Jack Ayres
Region Federal Aid Engineer
State Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Ayres:

The Roseburg City Council at its regular meeting April 22, 1985, approved the expenditure of approximately $40,000 of City FAU funds toward the interconnection of traffic signals on Garden Valley Blvd. from Mulholland Drive to Stewart Parkway. We are prepared to execute the necessary agreement when presented.

By copy of this letter, I am requesting that Ken Erickson, Douglas County Engineer, process a request for County concurrence with this FAU commitment, and notify you of the Commissioners' action.

Regarding installation of the interconnection, we have determined that ample public right-of-way exists behind the sidewalk along the south side of Garden Valley Blvd. Some utilities are in place behind the sidewalk, but in our judgment there is adequate space to bury a small diameter duct or conductor. Regarding operation of the interconnection, our Fire Department personnel have inquired whether the interconnection can support an override that would allow fire engines dispatched from the Garden Valley Station to obtain a green light on Garden Valley to avoid the tie ups they experience now when a cross street has the green, and they are forced to wait, or follow a hazardous path around stopped traffic. Could you pass this along to the project designers for an answer?

Your attention to this matter is appreciated.

Very truly yours,

Adney E. Bowker

Adney E. Bowker, P. E.
City Engineer

NOTED
L. E. GEORGE

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 28 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

NOTED
J. O. BUTLER

c
cc: Ken Erickson, County Engineer
Public Works Commission
Acting City Manager
Director of General Services
Deputy Fire Chief Burks

*Timber Capital of the Nation*

TRAFFIC ENGINEERING

10,101

Highway Division

PRO 6-2

L.E. George
Traffic Engineer

March 27, 1985

Gary A. Potter, Manager
Program Section

Pacific Hwy. @ Garden Valley Int. Sec.
Pacific, I-5 Highway
Douglas County
IR-5-3(130)125

In response to your letter of March 11, we have been unable to identify any federal program associated with energy conservation that will pay 100% of a signal intertie project on the urban system.

The signal at Goetz St. and the one at Stewart Parkway are on FAU 3120, and are eligible for urban system funds which the City of Roseburg has available at the present time. These funds can be utilized at 100% FHWA participation on traffic control signalization projects.

Please let me know if you need further information.

LGB:bkb

cc Local Programs - (w/att.)
Region 3

mks

**STATE OF OREGON**
Highway - Traffic

**INTEROFFICE MEMO**
TRA 15

**TO:** Gary Potter
Program Section Supervisor

**DATE:** March 11, 1985

**FROM:** L.E. George
Traffic Engineer

**SUBJECT:** Signal System Interconnect
Garden Valley Boulevard — FAU 3120
City of Roseburg & Douglas County

This office is currently designing for a new signal installation for the southbound I-5 ramp at Garden Valley Boulevard in Roseburg. This project will intertie the existing signals at the northbound ramp and the Bureau of Land Management/Shopping Center. Funding for the project is through the I-4R program.

It is the general consensus of the city, county, and state that two other signals on Garden Valley should be intertied with these signals to provide a smooth flow of traffic. The other two signals are at Goetz Street and the Stewart Parkway.

Douglas County has requested a feasibility study to see if these 5 signals can be intertied and if so, can some federal funds be allocated to pay for the intertie. I have had the system analyzed with the use of the PASSER II program and the system is feasible.

Enclosed is a copy of the analysis and partial city map showing the signal locations. Preliminary estimate of cost for the two additional signals is $60,000.

Douglas County has requested that the Highway Division obtain funding for the intertie of the two additional signals from the FHWA. The county has told this office that there is a federal program that will pay 100% of signal intertie projects. This is an energy conservation program that they were informed of by the Association of Oregon Counties. "G-funds"

Please contact the FHWA and determine what kind of funding is available for the intertie. The letting date for the original signal project is May 23, but we could delay this letting if we can get the funding to intertie the other two signals.

L E George

L.E. George
Traffic Engineer

Enclosure
OG:lo

cc: Region III

Draft Response 3/27/85 JB

Rotem

**PROGRAM SECTION**
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT [illegible]
MAR 13 1985
REFER TO Hartzell / [illegible]
R/D ___ ACT ✓ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1307

STATE OF OREGON
Highway - Traffic

INT..ROFFICE MEMO
TRA 15

TO: K. D. Osborn
Region 3 Traffic Operations Supervisor

DATE: April 17, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Garden Valley Boulevard (Roseburg)
Interstate 5 to Stewart Parkway

A previous analysis of the three easterly intersections was made in March of 1983. Traffic volumes used for that study were based on counts taken in February 1983. Those intersections were Garden Valley Boulevard at:

Interstate 5 Northbound Off-Ramp - Mullholland
Interstate 5 Southbound Off-Ramp
BLM Shopping Center Entrance

The current system includes those three intersections plus the addition of the proposed Fred Meyer - Goetz Street and Stewart Parkway locations. The system now has five intersections and was completely recounted in January 1984. These current counts were utilized along with the additional traffic generated by the proposed Fred Meyer location opposite Goetz Street. The assigned PM peak hour volumes are shown on the attached Diagram I.

The system was analyzed with the use of the PASSER II program. Levels of service for each individual intersection are as follows:

Stewart Parkway -- C-D
Fred Meyer - Goetz -- C or better
BLM Shopping Center -- C or better
Interstate 5 Southbound Off-Ramp -- C or better
Interstate 5 Northbound Off-Ramp -- Mullholland -- D

The progression analysis for the system yielded a 36 second bandwidth for inbound traffic, and a 41 second bandwidth for outbound traffic. Progression speed in the system was 33 mph for both directions. The attainability and efficiency measurements of the system were in a range considered to be adequate by the program guidelines.

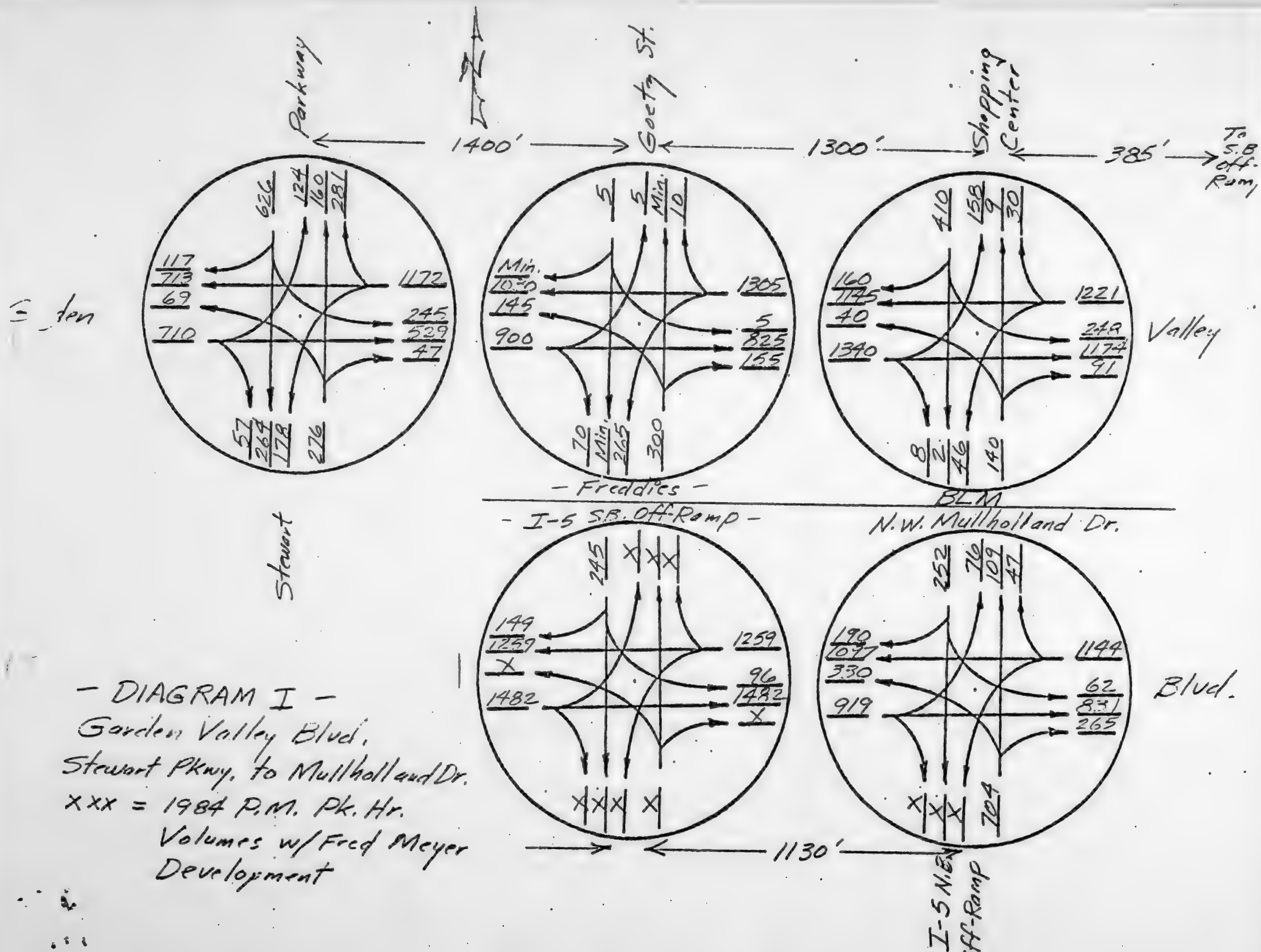
Phasing for the three easterly intersections was retained as originally analyzed. The Fred Meyer - Goetz intersection would require five-phase operation and the Stewart Parkway intersection would retain its eight-phase operation.

Intertying these intersections appears to be feasible based on the progression and levels of service expected for this 0.8 mile long section.

Please contact this office if further information is required.

L. E. George
Traffic Engineer

RW/db



Parkway
1400'
Goetz St.
1300'
Shopping Center
385'
To S.B. Off-Ramp
Eden
Stewart
Valley
Blvd.
- Freddies -
BLM
- I-5 S.B. Off-Ramp -
N.W. Mullholland Dr.
1130'
I-5 N.B. Off-Ramp
626
124
160
281
117
713
69
710
1172
245
529
47
57
264
178
276
5
5
Min.
10
Min.
1030
145
900
1305
5
825
155
70
Min.
265
300
410
158
9
30
160
1145
40
1340
1221
248
1174
91
8
2
46
140
245
X
X
X
149
1259
X
1482
1259
96
1482
X
X
X
X
X
252
76
109
47
190
1097
330
919
1144
62
831
265
X
X
X
704

- DIAGRAM I -
Garden Valley Blvd.
Stewart Pkwy. to Mullholland Dr.
XXX = 1984 P.M. Pk. Hr.
Volumes w/ Fred Meyer
Development

STATE OF OREGON
Highway Division - Traffic 373-7099

INTEROFFICE MEMO
TRA 7-6

TO: K. D. Osborn
Region 3 Traffic Operations Supervisor

DATE: March 14, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Garden Valley Boulevard (Roseburg)
Interstate 5 Southbound Off-Ramp

An analysis of the proposed signal and the two existing signal locations has been completed by the Traffic Analysis Unit. Based on present peak hour demands, a three-intersection system was analyzed using the PASSER II program. Existing phase sequences were retained at the northbound off-ramp and at the Bureau of Land Management - Shopping Center intersections. The new location at the southbound off-ramp would require a two-phase operation.

PASSER II outputs yielded a 35-second green-band for the eastbound direction and a 32-second green-band for the westbound direction. Both directions would be progressed at 33 mph. The level of service for all intersections was at Level "C" or better. This level considers no interference with pedestrians at any of the intersections. Recent manual counts substantiate the minor demand for pedestrians crossing Garden Valley Boulevard during the peak hour.

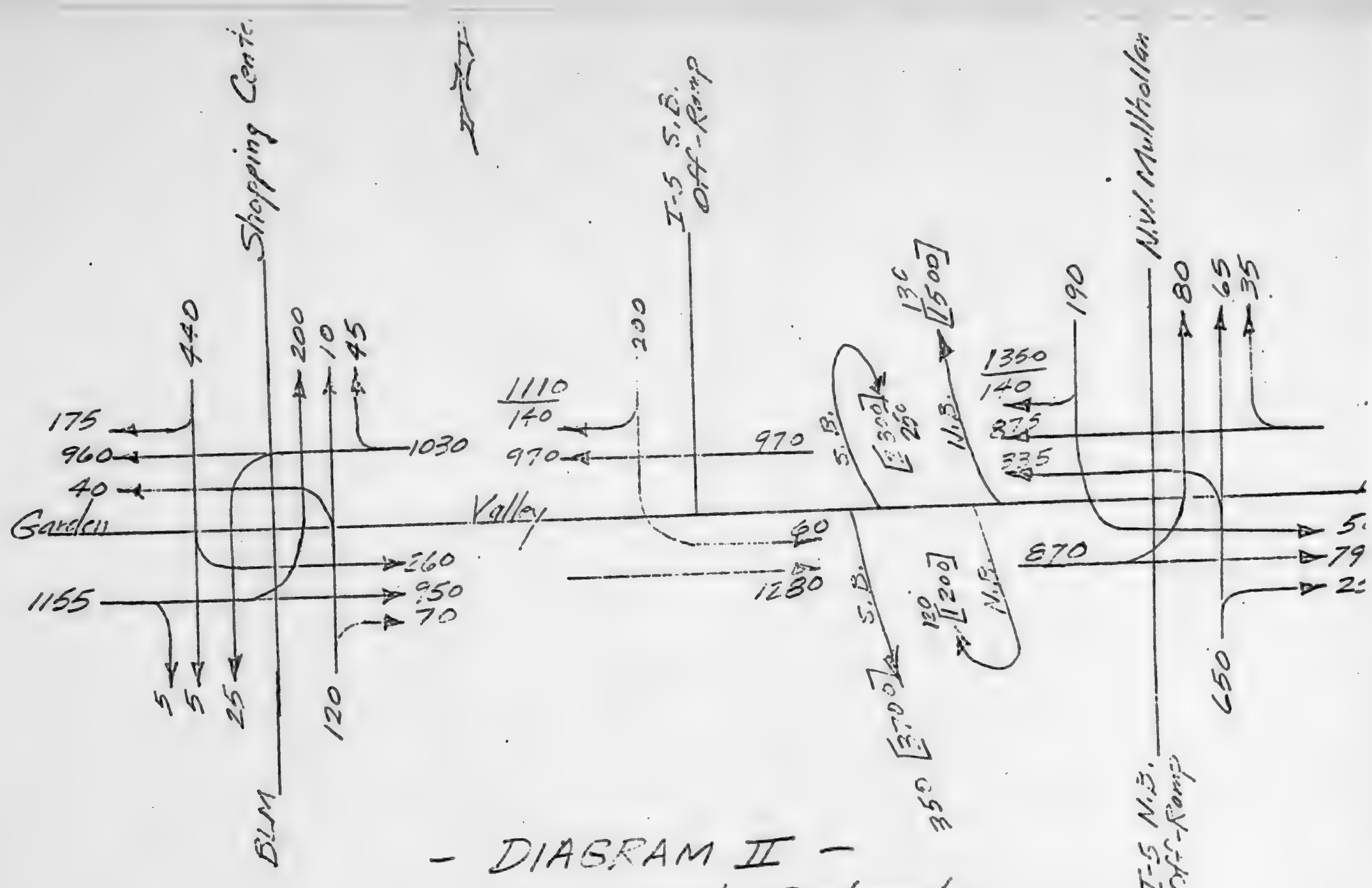
An estimate of cost was worked up for intertying the three signals to provide the above progression and level of service. The installation at the southbound off-ramp would be $60,000. Time base coordinators and replacement of the existing controllers would be $20,000 each. The total would be $100,000 for the project.

Diagrams showing peak hour traffic and lane usage are attached. Please contact this office if further data is required.

L. E. George
Traffic Engineer

RLW:kkr

Attachments


Shopping Cent.
BLM
Garden
Valley
I-5 S.B. Off-Ramp
I-5 N.B. Off-Ramp
N.W. Mullhollan
175
960
40
440
200
10
45
1030
260
950
70
1155
5
5
25
120
1110
140
970
970
200
60
1280
S.B.
S.B.
[300]
250
N.B.
N.B.
13C
[500]
350 [3700]
120
[200]
1350
140
875
335
190
80
65
35
870
650
5.
79
2.

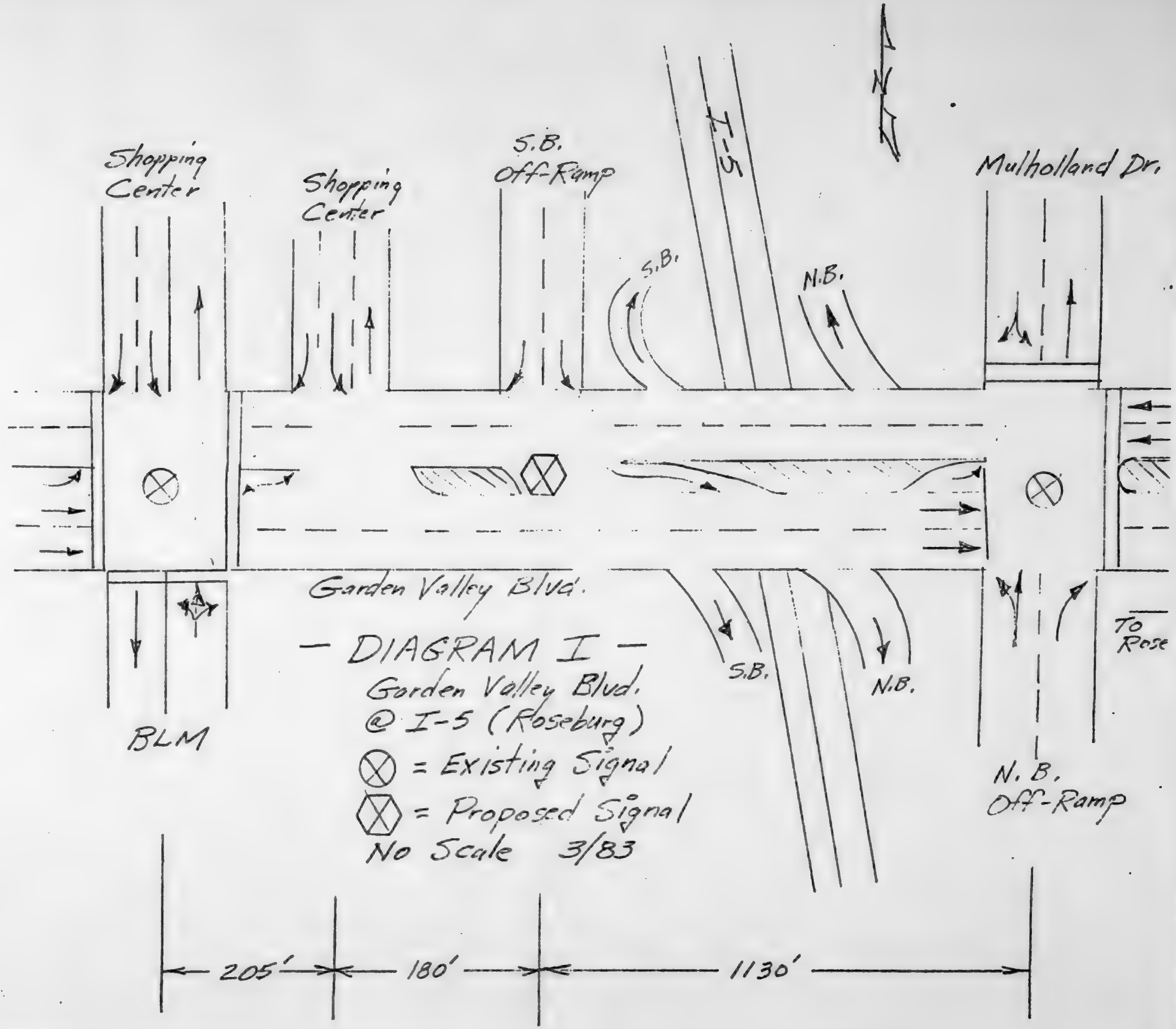
- DIAGRAM II -

Garden Valley Boulevard @
I-5 (Roseburg)

XXX = 1983 Pk. Hr. Volumes (Adj.)

[XXXX] = 1982 ADT COUNTS

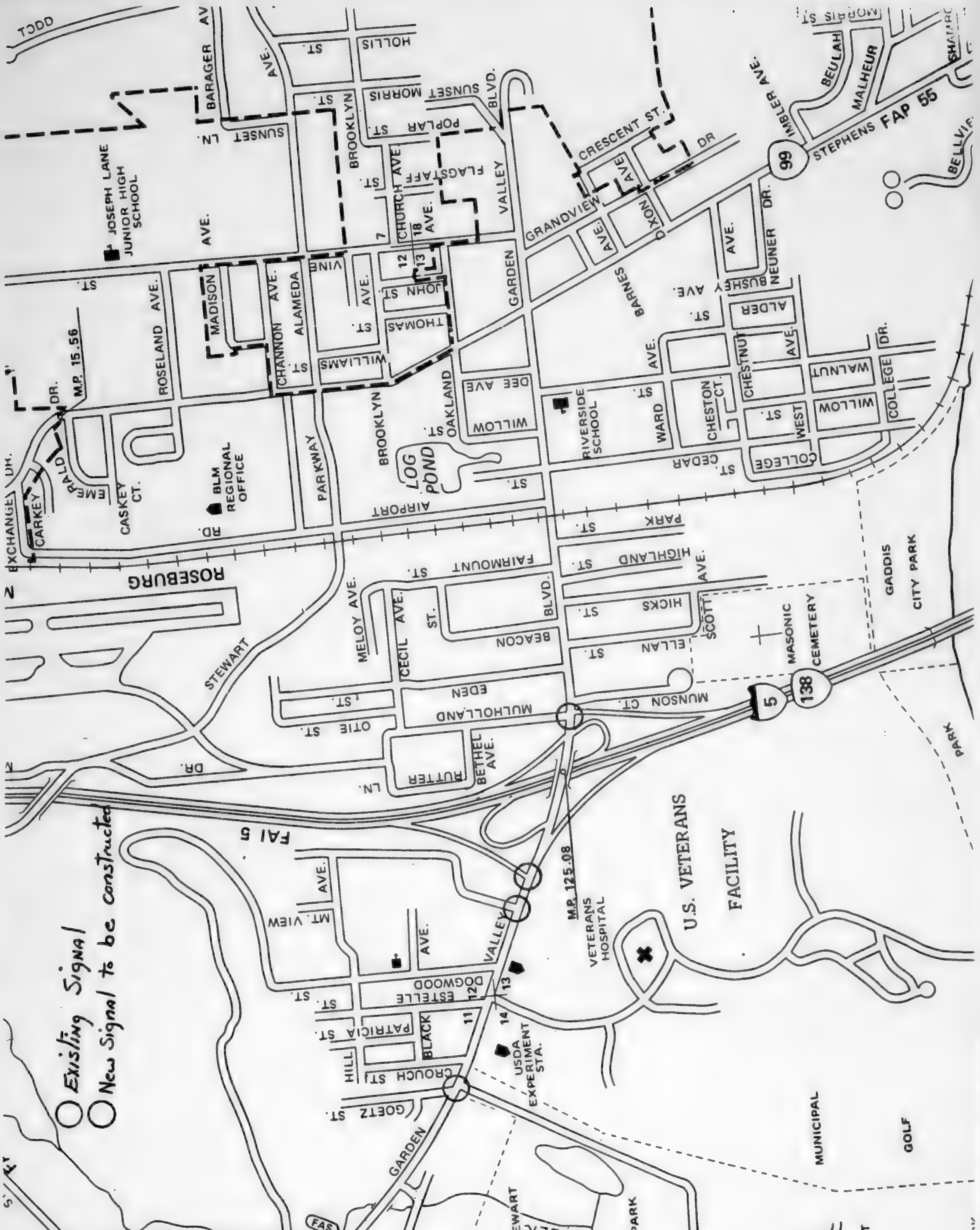
3/83

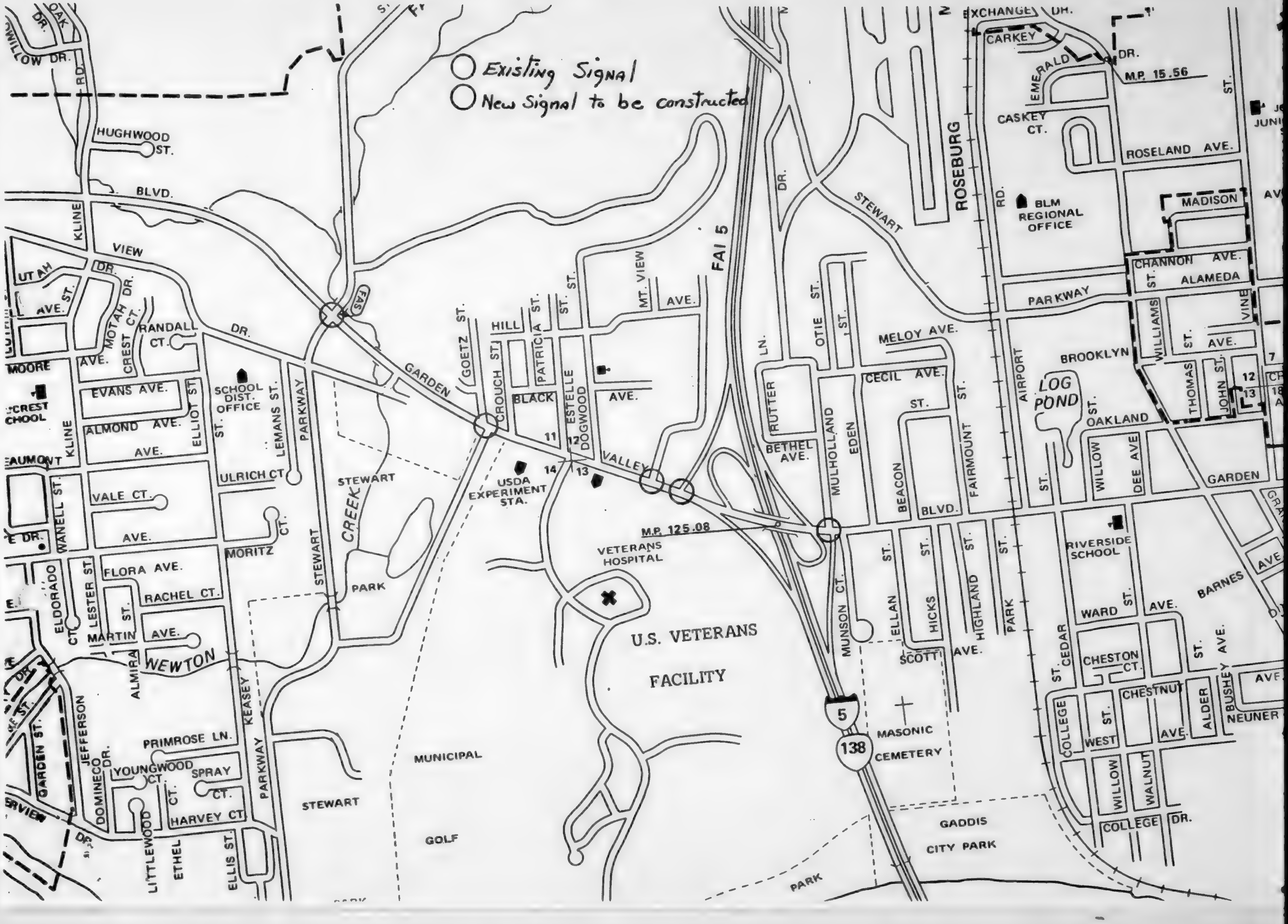


— DIAGRAM I —

Garden Valley Blvd.
@ I-5 (Roseburg)
⊗ = Existing Signal
⊠ = Proposed Signal
No Scale 3/83

Shopping Center
Shopping Center
S.B. Off-Ramp
I-5
N
Mulholland Dr.
S.B.
N.B.
Garden Valley Blvd.
BLM
S.B.
N.B.
To Rose
N.B. Off-Ramp
205'
180'
1130'

Existing Signal
New Signal to be Constructed
ROSEBURG
FAI 5
FAP 55
99
5
138
FAS
M.P. 15.56
M.P. 125.08
JOSEPH LANE JUNIOR HIGH SCHOOL
BLM REGIONAL OFFICE
RIVERSIDE SCHOOL
LOG POND
MASONIC CEMETERY
GADDIS CITY PARK
PARK
U.S. VETERANS FACILITY
VETERANS HOSPITAL
USDA EXPERIMENT STA.
MUNICIPAL GOLF
CREEK
STEWART PARK
STEWART PARKWAY
GARDEN VALLEY BLVD.
STEPHENS
AIRPORT RD.
EXCHANGE DR.
TODD
BARAGER AVE.
SUNSET LN.
HOLLIS ST.
MORRIS ST.
SUNSET BLVD.
POPLAR ST.
BROOKLYN AVE.
CHURCH AVE.
FLAGSTAFF
CRESCENT ST.
GRANDVIEW DR.
DIXON AVE.
BARNES AVE.
MADISON AVE.
CHANNON AVE.
ALAMEDA ST.
VINE AVE.
JOHN ST.
THOMAS ST.
WILLIAMS ST.
ROSELAND AVE.
CARKEY
EMERALD
CASKEY CT.
PARKWAY
OAKLAND ST.
DEE AVE
WILLOW ST.
WARD ST.
CHESTON CT.
CHESTNUT AVE.
WALNUT
COLLEGE DR.
WEST ST.
CEDAR ST.
BUSHEY AVE.
ALDER ST.
NEUNER DR.
IMBLER AVE.
BEULAH
MALHEUR
SHAMROCK
BELLVIEW
PARK ST.
HIGHLAND ST.
FAIRMOUNT ST.
HICKS ST.
SCOTT AVE.
BEACON ST.
ELLAN ST.
MUNSON CT.
MELOY AVE.
CECIL AVE.
EDEN ST.
MULHOLLAND
OTIE ST.
RUTTER LN.
BETHEL AVE.
STEWART DR.
MT. VIEW AVE.
DOGWOOD AVE.
ESTELLE ST.
PATRICIA ST.
BLACK
HILL
CROUCH ST.
GOETZ ST.
LEMANS ST.
7
12
13
18
11
14


Existing Signal
New Signal to be constructed
ROSEBURG
FAI 5
5
138
FAS
M.P. 15.56
M.P. 125.08
EXCHANGE DR.
CARKEY
EMERALD DR.
CASKEY CT.
ROSELAND AVE.
MADISON
CHANNON AVE.
ALAMEDA
WILLIAMS ST.
VINE
AVE.
THOMAS
JOHN ST.
PARKWAY
BROOKLYN
AIRPORT RD.
BLM REGIONAL OFFICE
LOG POND
OAKLAND
WILLOW ST.
DEE AVE
GARDEN
RIVERSIDE SCHOOL
WARD ST.
BARNES AVE.
CHESTON CT.
CHESTNUT
ALDER
BUSHEY AVE.
NEUNER
CEDAR ST.
COLLEGE
WEST ST.
WILLOW
WALNUT
COLLEGE DR.
GADDIS CITY PARK
PARK
MASONIC CEMETERY
SCOTT AVE.
MUNSON CT.
ELLAN ST.
HICKS ST.
HIGHLAND ST.
PARK ST.
FAIRMOUNT ST.
BEACON BLVD.
EDEN
MULHOLLAND
CECIL AVE.
MELOY AVE.
ST.
OTIE ST.
RUTTER LN.
BETHEL AVE.
DR.
STEWART
MT. VIEW AVE.
VALLEY
DOGWOOD
ESTELLE
PATRICIA ST.
HILL
BLACK
CROUCH ST.
GOETZ ST.
11
12
13
14
USDA EXPERIMENT STA.
VETERANS HOSPITAL
U.S. VETERANS FACILITY
MUNICIPAL
GOLF
STEWART
PARK
CREEK
STEWART PARKWAY
GARDEN VALLEY BLVD.
HUGHWOOD ST.
KLINE RD.
WILLOW DR.
OAK DR.
VIEW DR.
UTAH
AVE. ST.
MOTAH DR.
CREST CT.
RANDALL CT.
MOORE AVE.
EVANS AVE.
ALMOND AVE.
ELLIOT ST.
SCHOOL DIST. OFFICE
LEMANS ST.
ULRICH CT.
MORITZ CT.
CREST SCHOOL
BEAUMONT
KLINE
WANELL ST.
VALE CT.
AVE.
DR.
ELDORADO CT.
LESTER ST.
FLORA AVE.
RACHEL CT.
MARTIN AVE.
ALMIRA
NEWTON
JEFFERSON
DOMINECO DR.
PRIMROSE LN.
YOUNGWOOD CT.
SPRAY CT.
HARVEY CT.
LITTLEWOOD
ETHEL
ELLIS ST.
KEASEY
PARKWAY
GARDEN ST.
RIVERVIEW DR.

rll 10,101

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(130)125 [illegible]

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40165

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/9/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Pacific Highway at Garden Valley Interchange (Roseburg)
[illegible]

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $10,500 FF $9,683
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 3/2/84.

RECEIVED
STATE HWY ENGR
MAR 14 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig [illegible] 3/14

14. DATE 3/9/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1-5

# PROJECT ROSPECTUS
## PART 4 — SURVEY AUTHORITY

DOUGLAS Co.

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID# | |
| REGION | 3 |

SECTION: Pacific Highway @ Garden Valley Interchange SB

Pacific Hwy #1 SURVEY AUTHORITY

| AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|
| 1 | 610-1936 | 5-9-83 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 3,600 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 100 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 500 |
| 905 FINAL DESIGN | | 1,000 | 920 PROGRAM MANAGEMENT | | 100 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | 3,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 100 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 100 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 2,000 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 10,500 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX: N/A

FEDERAL AID PROJECT NUMBER: IR-5-3(130)125

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wekerlig

RECEIVED
MAR 30 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 5/10/83 | APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X | DATE 3/26/84 |
| RECOMMENDED, REGION ENGINEER X | DATE 5/10/83 | APPROVED, ASST HIGHWAY ENGINEER FOR TECH SERVICES X | DATE 3-20-84 |
| RECOMMENDED, LOCATION ENGINEER X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-9-84 | |

734-1914 (7-82)

LOC

# PROJECT PROSPECTUS
## PART 1 — OJECT REQUEST

GVI0001

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID # | 1781 |
| SECTION: Pacific Highway @ Garden Valley Interchange, Southbound | REGION: 3 |

| | | | |
|---|---|---|---|
| STATE HIGHWAY #: 1 | HIGHWAY NAME: Pacific Highway | MILE POST: FROM 125.0 TO | LENGTH |
| ☒ URBAN<br>☐ RURAL | CITY: Roseburg | COUNTY: Douglas | ROAD/STREET NAME: Garden Valley Blvd.@SB Offramp Termina |
| ROUTE #: I-5 | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | | RIGHT OF WAY | | |
|---|---|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 20 5-19-82 ~~5~~ | GRADING | (✓) | | FILES | (#) | 0 |
| RIGHT OF WAY | | $ 0 | PAVING | (✓) | | ACRES | (#) | 0 |
| ROADWAY | $ | | STRUCTURES | (✓) | | RELOCATIONS | (#) | 0 |
| STRUCTURES | $ | | SIGNING | (✓) | X | WORK BY STATE/CONSULTANT/APPLICANT | | |
| SIGNALS | $ 100 | | SIGNALS | (✓) | X | PRELIMINARY ENGINEERING | (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION | (✓) | | CONSTRUCTION ENGINEERING | (S,C,A) | S |
| TEMPORARY PROTECTION | $ 8.5 | | | | | RIGHT OF WAY DESCRIPTIONS | (S,C,A) | N/A |
| | $ | | ENVIRONMENTAL CLASS | (1,2,3) | ~~3~~ 2 | RIGHT OF WAY ACQUISITIONS | (S,C,A) | N/A |
| 40% ENGINEERING & CONTINGENCIES | $ 41.5 ~~40~~ | | DESIGN CATEGORY | (1-7) | 7 | CONSTRUCTION BY | | |
| TOTAL CONSTRUCTION | | $ 150 ~~140~~ | WORK TYPE | (1-12) | 9 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | | ☐ OTHER |
| TOTAL ESTIMATE | | $ ~~140.5~~ | | | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR): 1/'86 | RECOMMENDED FUNDING SOURCE: I-4R | RECOMMENDED PROGRAM YEAR: 85 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR YR | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR YR | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 5 | 5 |
| STRUCTURES (#) | 0 | 0 |
| SIGNALS (#) | 0 | 1 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 27,100 ~~21,500~~ | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1984 ~~1983~~ | |

DEFINE THE PROBLEM

Intersection meets minimum vehicular volume warrant and interruption of continuous traffic warrant based on a 16-hour manual count.

PROPOSED SOLUTION

Install a two-phase traffic signal at proposed project intersection. Signal would be intertied to NB off-ramp signal at Mulholland Blvd. and signal at the BLM entrance. ~~with the "PASSER II" program.~~

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X | DATE<br>5-10-83 | | | |
| APPROVED, ASST HWY ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST HWY ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP COMM APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

## PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>Pacific Highway @ Garden Valley Interchange SB | KEY ID #<br>REGION<br>3 |

## PROJECT JUSTIFICATION

A traffic signal warrant investigation was conducted by the Region Traffic Section to determine if a traffic signal was warranted. The investigation was conducted at the request of the City of Roseburg.

The results of the investigation show that the minimum vehicular volume warrant and the interruption of continuous traffic warrant met the minimum requirement of eight hours during the 16-hour counting period.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Pacific Highway @ Garden Valley Interchange SB

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | E | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | ▨ | SIGNALS | S | OLD (#) 0 | NEW (#) 1 |

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | N | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | N |

UTILITIES (LIST BELOW)

COMPANIES

Pacific Power & Light
Pacific Northwest Bell
C.P. National
City of Roseburg

| DESIGN SPEED | DESIGN STANDARDS |
|---|---|
| 35 MPH | AASHTO |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | | | | | N/A | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| PROPOSED | | | | | | | | | | | | | | | | |

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| N/A | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | N/A | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED

Location Engineer

Date

734-1912 (7-82)

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>Pacific Highway @ Garden Valley Interchange SB | KEY ID #<br><br>REGION<br>3 |

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact on land use and project is consistent with comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

An analysis by the Traffic Analysis Unit using the PASSER II program shows that the three intersections involved would operate at level "C" or better with no interference with pedestrians.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

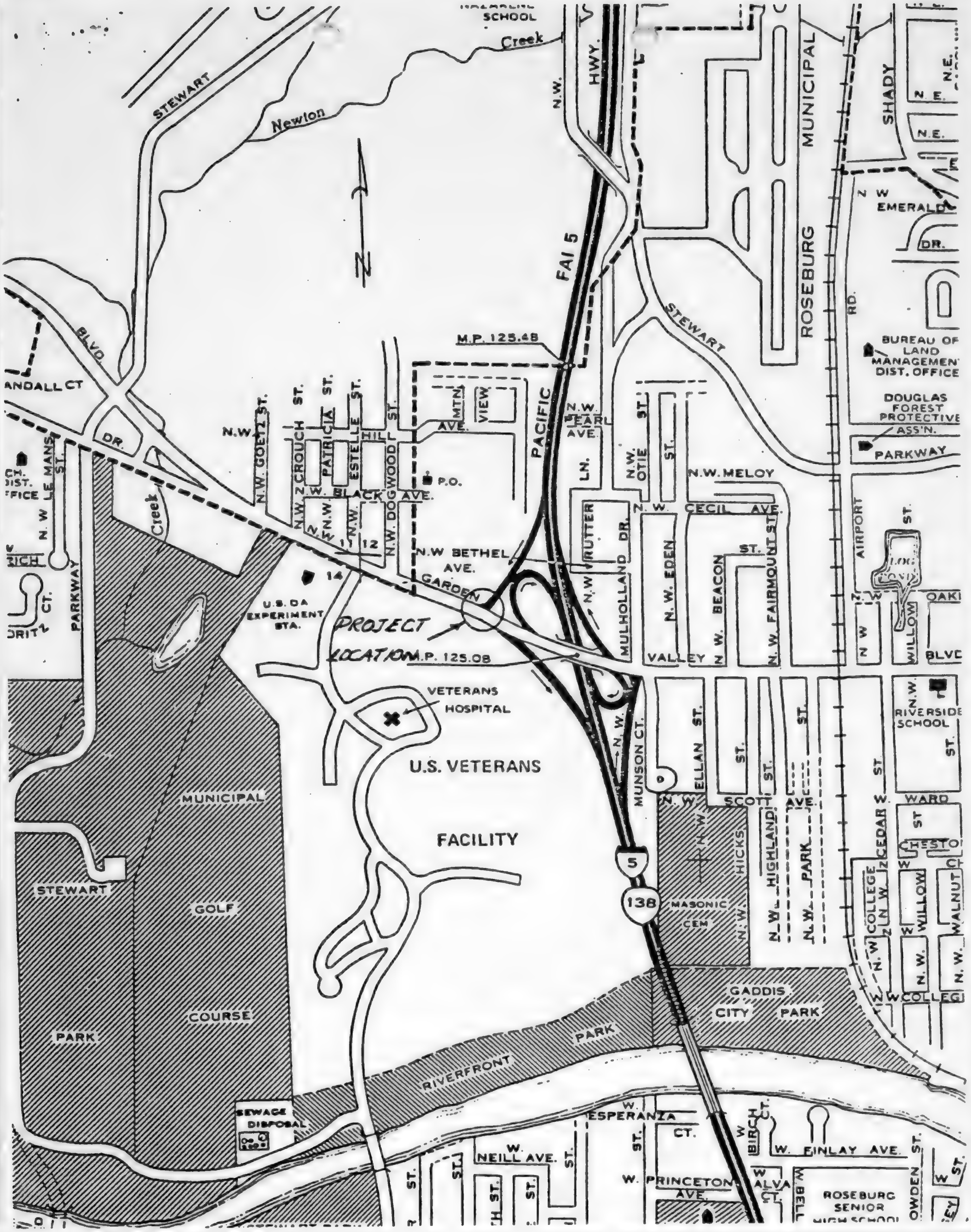
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

| | | |
|---|---|---|
| PREPARED BY<br>X Gary M Colfax | TELEPHONE NUMBER<br>440-3399 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |

734-1913 (7-82)


SCHOOL
Newton Creek
STEWART
BLVD.
N.W. HWY.
PACIFIC
FAI 5
ROSEBURG MUNICIPAL
SHADY
N.E.
N.W. EMERALD DR.
RD.
STEWART
M.P. 125.48
BUREAU OF LAND MANAGEMENT DIST. OFFICE
DOUGLAS FOREST PROTECTIVE ASS'N.
PARKWAY
ANDALL CT
DR.
CH. DIST. OFFICE
N.W. LE MANS ST.
RICH
CT.
DRITZ
PARKWAY
N.W. GOETZ ST.
CROUCH ST.
PATRICIA ST.
ESTELLE ST.
HILL
DOGWOOD ST.
MTN. VIEW AVE.
N.W. EARL AVE.
N.W. BLACK AVE.
P.O.
Creek
N.W. 11
12
N.W. BETHEL AVE.
GARDEN
14
U.S.DA EXPERIMENT STA.
PROJECT LOCATION
M.P. 125.08
LN.
N.W. OTIE ST.
N.W. MELOY
N.W. CECIL AVE.
RUTTER
MULHOLLAND DR.
N.W. EDEN
BEACON ST.
N.W. FAIRMOUNT ST.
VALLEY
BLVD
AIRPORT ST.
LOG POND
N.W. OAK
N.W. WILLOW
RIVERSIDE SCHOOL
VETERANS HOSPITAL
U.S. VETERANS FACILITY
N.W. MUNSON CT.
ELLAN ST.
ST.
N.W. SCOTT AVE.
WARD
CEDAR ST.
CHESTON
5
138
N.W. HICKS
MASONIC CEM
N.W. HIGHLAND
N.W. PARK
N.W. COLLEGE
N.W. WILLOW
N.W. WALNUT
W. COLLEGE
MUNICIPAL GOLF COURSE
STEWART PARK
GADDIS CITY PARK
RIVERFRONT PARK
SEWAGE DISPOSAL
ESPERANZA CT.
W. BIRCH CT.
W. FINLAY AVE.
W. NEILL AVE.
W. PRINCETON AVE.
ALVA CT.
W. BELL
ROSEBURG SENIOR HIGH SCHOOL
BOWDEN
N

1985 John Day-Canyon City Sec. 10,102
of the John Day- Burns Highway.
(Grading & paving)

October 13, 1987

Industrial Indemnity Company of the
Northwest & Industrial Indemnity Co.
Bond Department
101 SW Main
Suite 1300
Portland, OR 97204

CON 5 - #10,102

On September 21, 1987, we wrote to you concerning release of final payment on Contract No. 10,102 awarded to Bob Angell, Inc. for work on the John Day-Canyon City Section in Grant County.

Final payment on this contract is $1,173.57 and the total contract amount is $638,188.04 including $26,299.27 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Bob Angell, Inc.
641 Sixth Street
Eastside, OR 97420

bc: C. O. Fredrickson
Walt Hart
Robert Hector

10,102

**STATE OF OREGON**
Contract Payments 378-6594

**INTEROFFICE MEMO**
FILE: CON 5
10102

TO: Commission Services

DATE: September 17, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

William E. Schwartz

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10102, On Site Work Substantially Completed July 31, 1986

All Work Completed January 9, 1987

Project John Day-Canyon City

Highway John Day-Burns

County Grant

Type of Work Grading and Paving

Contractor Bob Angell, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-21-87 - Surety letter written.

RECEIVED
SEP 18 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

jc cc: OSHD (Rulien)

**STATE COPY**

U.S. Department of Transportation
**Federal Highway Administration**

## INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Grant | DIVISION<br>Oregon |

IN COMPANY WITH: Mike Gardner; OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>12/10/86 | INSPECTION MADE BY<br>T. P. Lowe, Area Engineer | PROJECT NO.<br>F-69(6) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>C.D.<br>7/31/86 % | WORK COMPLETED<br>100 % |

### JOHN DAY - CANYON CITY SECTION
### JOHN DAY - BURNS HIGHWAY
### Grading & Paving

This project provided for selected pavement widening and overlaying the existing roadway over a 2.35 mile section.

All but a small portion of the asphaltic concrete used on this project was in the bonus category. Attached to the Division Office file copy is a summary of the statistical testing computations.

The final estimated cost is expected to be very close to the authorization of $681,000.

The project was substantially completed within the specified contract time limits.

All of the minor work mentioned in inspection report No. 1 had been completed prior to this final inspection.

This project appears to have been constructed in conformance with the contract requirements and therefore acceptance is recommended.

- TPL -

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
JAN 6'87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy
1/8

Form FHWA-1446A
(Rev. 2-84)

10,10

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: November 15, 1986

PROJECT NAME (SECTION): John Day - Canyon City

CONTRACT NO: 10102

HIGHWAY: John Day - Burns

COUNTY: Grant

F A PROJECT NO: F-69(6)

CONTRACTOR: Bob Angell Inc.

KIND OF WORK: Grading and Paving

DATE OF AWARD: Aug. 1, 1985

FIRST NOTIFICATION DATE: Nov. 12, 1985

ESTIMATED DATE OF COMPLETION, OR: July 31, 1986

SECOND NOTIFICATION DATE AND: July 31, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: November 17, 1986 ~~Oct. 31, 1986~~

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100% ~~99~~ %

| PROJECT AUTHORIZATION | | ENGINEERING | |
|---|---|---|---|
| CURRENT AUTHORIZATION | $ 681,345.04 | AUTHORIZATION | $ 54,027.36 |
| | | COST THIS WEEK | $ 0.00 |
| ESTIMATED PROJECT COST | $ 681,345.04 | TOTAL TO DATE | $ 43,946.62 |
| ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN | 0.0 % | PERCENT OF AUTHORIZATION | 81 % |

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| FIX | 07/31/86 | 0 | 0.0 | 0 | yes |
| | / / | 0 | 0.0 | 0 | |
| | / / | 0 | 0.0 | 0 | |
| | / / | 0 | 0.0 | 0 | |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 1,970 cy | 4,800 tn | 12,000 tn | | | |
| EST. CORRECTED QUANTITIES | 2,350 cy | 6,129 tn | 12,910 tn | | | |
| EST. PERFORMED TO DATE | 2,350 cy | 6,129 tn | 12,910 tn | | | |
| PERCENT PERFORMED TO DATE | 100 | 100 | 100 | 0 | 0 | 0 |

ACTIVITIES THIS WEEK:

Office work continuing.

Awaiting for semi-final requirements from the Contractor.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Continue office work.

Submit semi-final to Region.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Overtime this week: none

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Darlie A. Whitbread
Office Manager, for
Michael J. Gardner

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,102

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.: CON 5
10102

DATE: September 3, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-69(6)

Contract 10102, Work Completed July 31, 1986

Project John Day-Canyon City

Highway John Day-Burns

County Grant

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 11, 1986

G.K. [illegible]
for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

NOTED

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
OCT 28 '86
REFER TO

RECEIVED
SEP 04 1986
OREGON DIVISION

734-2023 (2-85)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

## INSPECTION REPORT

*(Check appropriate box)*

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Grant | DIVISION<br>Oregon |
| IN COMPANY WITH<br>K. Warington, Asst. Project Manager; OSHD | | | |
| DATE OF INSPECTION<br>June 11, 1986 | INSPECTION MADE BY<br>D. B. Carter, Area Engineer | | PROJECT NO.<br>F-69(6) |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>S.C.D.<br>7-31-86 % | WORK COMPLETED<br>98 % |

RECEIVED
STATE HWY ENGR
JUN 24 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

cy 6/26

### JOHN DAY - CANYON CITY SECTION
### JOHN DAY - BURNS HIGHWAY
### Grading and Paving

NOTED
W. E. SCHWARTZ

This 2.35 mile project provided for selected widening and paving of the roadway.

The project is now complete except for completing some approaches, completion of shoulder aggregate work, delineators, and concrete curbing.

The quantity of concrete curbing was reduced from the plan amount of 6000 linear feet to approximately 3500 linear feet. The curbing as placed will adequately control access to the highway.

The plans included placing of guardrail at the south end of the project. The guardrail has been eliminated as it was found to be unnecessary. This determination was made after a review of the accident history at this site and the reduced speed limit (within the City Limits).

The installation of a chain link fence between the creek and the pedestrian path is being considered near Portal Lane. The creek is close to the path at that location.

Mr. Warington indicated that the AC mixture used for the paving was generally in the bonus category. The overall project cost should be near the project authorization. The AC mixture quantity will overrun approximately 800 tons mostly due to additional mixture required on the pedestrian path.

The completed work is satisfactory and acceptance of the project is recommended upon completion of the above work.

- DBC -

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

May 30, 1986

Clif Ouellette
Attorney-at-Law
P. O. Box 158
Mt. Vernon, Oregon 97865

Re: John Day - Canyon City Paving Project
John Day - Burns Hwy. - Contract # 10102

Dear Mr. Ouellette:

Your memo of May 18 regarding the subject project has been referred to me for investigation and response. At the time your memo was written, the first lift of paving had been placed and there were valve boxes and manholes not yet adjusted. Since that time, the final lift of paving has been placed and the adjustments performed. In the meantime, these low spots which were outside the paving lanes were marked with traffic cones. Unfortunately, the cones became attractive targets for some of the local young people.The contractor tried to keep the cones replaced and was successful in catching at least one person knocking down cones with the door of the car. Obviously, there were times when the low spots were not adequately marked.

The rough pavement you referred to in your memo was probably some leveling work, as the area outside the old curb had to be raised several inches in some places to match the travel lanes. The final product either is or will be corrected to the smoothness specified in the contract.

There are a few approaches scheduled to be paved May 30; some fence work and curb work yet to be performed. I believe most other items of work have now been completed other than final cleanup.

I have not yet personally visited the project since the paving work was performed, but I feel certain the final product will be satisfactory to both of us.

Very truly yours,

ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Region 5 Construction Engineer

WR/lm

bc: Fred Miller ✓
W. E. Schwartz
Mike Gardner

RECEIVED
DOT DIRECTOR
JUN 02 '86
REFER TO
Bothma
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

RECEIVED
JUN 2 1986
HIGHWAY ACCOUNTING

R. N. BOTHMAN

**CLIF OUELLETTE**
Attorney at Law
~~720 EAST 13th EUGENE, OREGON Phone 343-1869~~
PO 158, Mt Vernon, OR. 97865

MESSAGE REPLY

TO Dept of transportation
State of Oregon
Salem, Or. 97301

DATE 5/18/86

An inspector, or perhaps another inspector, is needed on the new construction on Highway 395 between John Day and Canyon City.

Manholes have been buried or deep holes left at manholes. The latter will wreck a bike and possibly cause an auto collision. Also the asphalt on the West side of the Highway is rough and uneven.

I hope it is not necessary to go any further with this report.

Sincerely,

Clif Ouellette

cc: Highway Div
315 N Canyon Bvd
Canyon City, Or.

GRAYARC CO., BROOKLYN 32, N. Y. THIS COPY FOR PERSON ADDRESSED

RECEIVED
HWY ENGR
MAY 23 '86
REFER TO Hector
FOR ✓

WES
PIK
Orig
5/27

RECEIVED
DOT DIRECTOR
MAY 22 '86
REFER TO
FOR ☒

FRED MILLER

10. 02

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: September 6, 1985

[illegible]

E S Hunter

FROM: E. S. Hunter
Acting State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 25, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened July 25, 1985 on the following projects:

1. Marquam Creek Bridge
   Cascade Highway South
   Clackamas County
   Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Myrtle Creek (Broyden) Bridge
   Myrtle Creek Road
   Coos County
   Structures

   Same as No. 1.

3. Myrtle Grove Slide
   Dillard Highway
   Douglas County,
   Misc. Highway Appurtenances

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Pacific Highway at Garden Valley Interchange
   Pacific Highway
   Douglas County
   Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

Contains Recycled Materials

5. John Day-Canyon City Section
John Day-Burns Highway
Grant County
Overlay

Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

6. Mt. Vernon-John Day (Bikeway - Unit 2)
John Day Highway
Grant County
A.C. Paving and Oiling

Bikeway project. Shoulders being widened to provide 4-foot bike lanes adjacent to 12-foot travel lanes.

7. Starr Ridge-Cottonwood Creek
John Day-Burns Highway
Grant County
A.C. Paving and Oiling

Same as No. 1.

8. N. Fork Sprague River Bridge
Camp Six Road
Klamath County
Structures

Same as No. 1.

9. Green Creek Bridge
Mapleton-Junction City Highway
Lane County
Structures

Same as No. 1.

10. Mapleton-M.P. 25.7
Florence-Eugene Highway
Lane County
Misc. Highway Appurtenances

Same as No. 3.

11. Reed Service Road Bridge
    Pacific Highway
    Lane County
    Structure

    Same as No. 1.

12. Willow Creek (Robertson) Bridge
    9th Avenue East (County Road)
    Malheur County
    Structures

    Same as No. 1.

13. Willow Creek (Tomasello Road) Bridge
    Tomasello Road (County Road)
    Malheur County
    Structures

    Same as No. 1.

14. Washington State Line-Linn/Lane County Line (Unit 1)
    Pacific Highway
    Marion and Linn Counties
    Signing

    Same as No. 3.

15. Sandy River-Corbett Interchange
    Columbia River Highway
    Multnomah County
    Overlay

    Same as No. 3.

16. Cold Springs Bridge
    Pendleton-Cold Springs Highway
    Umatilla County
    Structures

    Same as No. 1.

17. Forest Boundary-M.P. 25.83
    Enterprise-Lewiston Highway
    Wallowa County
    A.C. Paving and Oiling

    Same as No. 1.

18. Tualatin Valley Highway at Mountain View Lane
Tualatin Valley Highway
Washington County
Paving and Signals

Walks and pedestrian signals will be provided for pedestrian traffic.

19. Millican Creek-McMinnville (Bikeway - Unit 2)
Pacific Highway West
Yamhill County
A.C. Paving and Oiling

Bikeway project. Shoulders being widened to provide a bike lane adjacent to travel lanes.

ESH:BCE:ja

cc D. G. Talbot
L. E. George
Bob Pool

N

August 20, 1985

CON 5

#10,102

Bob Angell, Inc.
641 Sixth Street
Eastside, OR 97420

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,102 for work on the John Day-Canyon City Section of the John Day-Burns Highway in Grant County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Industrial Indemnity Company
of the Northwest
Industrial Indemnity Company
708 S. W. Third Avenue, Suite 400
Portland, OR 97204

Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Michael Gardner

PHONE 267-2057
269-9474

*Bob Angell, Inc.*
**EXCAVATING CONTRACTORS**

ROAD & STREET CONSTRUCTION - CRUSHING - ROCKING - HAULING

641 6TH AVENUE
P. O. BOX 4288
EASTSIDE, OREGON 97420

July 26,1985

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

ATTN:Mr. Gormson

RE:John Day-Canyon City Project

Mr. Gormson:

Please find below our subcontractors fullfilling the contract requirements on the above referenced project in regards to DBE and WBE contract Goals:

Arrow Bros., Corp.-DBE
9450 S.W. Commerce Circle
Wilsonville, Oregon 97070

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Item | 1 | Mobilization | | | | L.S. | $ 1,200.00 |
| | 17 | Guard Rail | 2200 | l.f. | @ | $12.00/lf | 26,400.00 |
| | 18 | Type 1 Anchors | 10 | ea. | @ | $300.00/ea | 3,000.00 |
| | 19 | Type 1 Mod. Anchors | 6 | ea. | @ | $275.00/ea | 1,650.00 |
| | 20 | Type C End Pieces | 10 | ea. | @ | $80.00/ea | 800.00 |
| | 23 | Delineators | 12 | ea. | @ | $22.00/ea | 264.00 |
| | | Total | | | | | $33,314.00 |

Mark Colton Backhoe and Concrete Service-DBE
606 Gunderson Heights
North Bend, Oregon 97459

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Item | 9 | General Ex. | 1970 | c.y. | @ | $6.00/c.y. | $11,327.50 |
| | 24 | Adjust manholes | 8 | ea. | @ | $350.00/ea | 2,800.00 |
| | | Total | | | | | $14,127.50 |

Coast Structures-WBE
P.O. Box 868
North Bend, Oregon 97459

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Item | 1 | Mobilization | | | | | $ 500.00 |
| | 6 | Flaggers | 600 | hr. | @ | $12.00/hr | 7,200.00 |
| | 7 | Pilot car | 150 | hr. | @ | $30.00/hr | 4,500.00 |
| | | Total | | | | | $12,200.00 |

Sincerely:

Gary W. Angell-V.P.

11

| TO BE COMPLETED BY FHWA | US Department of Transportation<br>Federal Highway Administration | STATE<br>Oregon |
|---|---|---|
| 10,102 8-41 | **FEDERAL-AID PROJECT AGREEMENT**<br>9-15-85 | COUNTY<br>Grant |
| | | PROJECT NO.<br>F-69(6) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395 "John Day-Canyon City Sec."

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-2-85 | 2.38 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 88.15%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 681,174.00 | $ 600,454.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

By For: R.S. Hunter

Acting State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator AUG 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 9, 1985

Federal Aid Project No. F-69(6)

John Day - Canyon City Section
John Day - Burns Highway
Grant County

## PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 0+72.72 to Sta. 124+70)

| | | | | |
|---|---|---|---|---|
| Furnishing Field Laboratory | Each | 1 | 2,500.00 | $ 2,500.00 |
| Mobilization | Lump Sum | All | Lump Sum | 66,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 2,500.00 |
| Temporary Signs | Sq. Ft. | 310 | 6.00 | 1,860.00 |
| Temporary Barricades | Each | 2 | 80.00 | 160.00 |
| Flaggers | Hour | 600 | 15.00 | 9,000.00 |
| Pilot Car | Hour | 150 | 35.00 | 5,250.00 |
| Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 5,000.00 |
| General Excavation | Cu. Yd. | 1,970 | 6.00 | 11,820.00 |
| Finishing Roadbed and Slopes | Lump Sum | All | Lump Sum | 5,000.00 |
| Watering | M-Gal. | 100 | 10.00 | 1,000.00 |
| 1"-0 Aggregate Base | Ton | 4,800 | 9.50 | 45,600.00 |
| Class "B" Asphalt Concrete Mixture | Ton | 12,000 | 16.00 | 192,000.00 |
| Asphalt Cement in Mixture | Ton | 720 | 200.00 | 144,000.00 |
| Hydrated Lime in Mixture | Ton | 120 | 275.00 | 33,000.00 |
| Asphalt in Tack Coat | Ton | 22 | 275.00 | 6,050.00 |
| Guard Rail, Type 2A | Lin. Ft. | 2,200 | 12.50 | 27,500.00 |
| Guard Rail Anchors, Type 1 | Each | 10 | 350.00 | 3,500.00 |
| Guard Rail Anchors, Type 1 Modified | Each | 6 | 275.00 | 1,650.00 |
| Rail End Pieces, Type C | Each | 10 | 80.00 | 800.00 |
| Extra for Asphalt Approaches | Each | 57 | 200.00 | 11,400.00 |
| Drainage Curbs | Lin. Ft. | 6,000 | 1.75 | 10,500.00 |
| Delineators, Type 1 | Each | 12 | 22.00 | 264.00 |
| Adjusting Manholes | Each | 8 | 350.00 | 2,800.00 |
| Adjusting Boxes | Each | 13 | 100.00 | 1,300.00 |
| | | | | $ 590,454.00 |

## ANTICIPATED ITEMS

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 6,900.00 |
| Temporary Pavement Striping | All Required | 800.00 |
| Roadside Seeding & Mulching | All Required | 1,000.00 |
| | | $ 8,700.00 |
| | Subtotal | $ 599,154.00 |
| | Engineering | 80,885.00 |
| | Total | $ 680,039.00 |

Length of Project --------------- 2.35 mile
Cost of Roadway Per Mile -------- $289,378.30

## RETAIN IN RESERVE

| | | |
|---|---|---|
| Removal of Roadside Obstacles | All Required | $ 1,000.00 |
| | Subtotal | 1,000.00 |
| | Engineering | 135.00 |
| | Total | $ 1,135.00 |

## SUMMARY OF FUNDS (88.15%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $680,039.00 | $599,454.00 | $80,585.00 |
| Reserve | 1,135.00 | 1,000.00 | 135.00 |
| TOTAL | $681,174.00 | $600,454.00 | $80,720.00 |

Group 011 = ~~100%~~ 90%     Group ~~010~~ 081 = 10% = 0%
Contract No. 10,102
Prefix: C012-1939 P.E.
C10102

## NONPARTICIPATING ITEM

| | | | | |
|---|---|---|---|---|
| Single Mailbox Supports | Each | 1 | 150.00 | $ 150.00 |

CPL:me

10,1[illegible]

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 1, 1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-69(6)
John Day - Canyon City Section
John Day - Burns Highway
Design Exceptions

We have reviewed your July 2, 1985 request for design exceptions to "A Policy on Geometric Design of Highways and Streets, AASHTO 1984" for highway shoulders and clear zone. Your proposal included 4 foot shoulders in lieu of the standard 8 foot shoulders.

We concur with your proposal for a reduced shoulder width and reduced clear zone on this urban project. Our concurrence is based on the absence of any significant adverse accident history on this section of highway, the high cost associated with the construction of standard shoulders and clear zone, the availability of off highway parking areas, and that this improvement as proposed does not result in the degradation of the relative safety of the roadway.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (Richard A. Kuehn, Rd Des)
OSHD (G. Potter, Program)

RECEIVED
STAT HWY ENGR
AUG - 2 '85
REFER TO
Hunter

| Info | Invest | R&O | [illegible] | [illegible] | [illegible]ct | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-69(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Grant

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50046

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 9 '85
REFER TO Potter
FOR
Info | R/D | D/R | Sign | File

Orig w/ att. to
7/9

7. DATE AUTHORIZATION EFFECTIVE July 2, 1985

8. FEDERAL ROUTE NUMBER Primary 69

9. STATE ROUTE NUMBER Primary 48

10. GENERAL LOCATION

John Day - Canyon City Section

11. GENERAL DESCRIPTION OF WORK

Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6-28-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-1-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $711,917; Federal Funds $627,554.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 7/3/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 2, 1985

NOTED
H. S. COULTER

In Reply Refer to
File No.:
DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. NE
Salem, Oregon 97301

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO
FOR

Attention: Glenn K. Hossner

Exception Request
John Day-Canyon City Section
John Day-Burns Highway

This is an FA project from M.P 0.00 to M.P. 2.35. The section from M.P. 0.00 to 0.57 is in John Day and the section from M.P. 0.95 to 2.35 is in Canyon City. The purpose of the project is to preserve the existing pavement from further deterioration, extend the roadway service life, restore the pavement section and surface skid resistance with a 4-inch Class "B" asphaltic concrete overlay.

The present ADT varies from 5990 at the north end to 2030 at the south end and the design (posted) speed varies from 20 to 40 M.P.H.

The typical section proposed is 2-12 foot travel lanes with 4-foot shoulders. A 6-foot bicycle lane exists outside and adjacent to the left shoulder with a drain curb for separation. Design standards for this arterial roadway indicate 12-foot lanes and 8-foot shoulders would be appropriate.

The road type and design speed (40 M.P.H. max.) indicate clear zone requirements vary from 15 to 20 feet (reference AASHTO Guide for Selecting, Locating and Designing Traffic Barriers, 1977).

The Roadside Inventory (copy attached) indicates vertical and horizontal alignments meet or exceed design standards. Some wood sign posts larger than 4" x 6" that have not been weakened (breakaway) will be drilled by State forces. Guardrail will be installed along Canyon Creek in Canyon City. There is some brush and a few trees within the clear zone that can be removed. Funds are included in the project authorization for this work. An old wood frame building at M.P. 2.32 in Canyon City encroaches on the R/W. The Project Manager has been requested to pursue the building removal.

Some cut slopes are identified in the inventory as potential safety hazards. The clear zone desired would require regrading and additional R/W to flatten the slopes. The cost of additional R/W and regrading would substantially exceed the funds available for this project.

The traffic evaluation of the project (copy attached) shows the accident rate to be fairly low. No high accident locations were identified.

This letter is submitted as a request for exceptions to minimum design criteria as set forth in "A Policy on Geometric Design of Highways and Streets, AASHTO 1984".

This project is presently on the July 25, 1985 contract letting schedule.

D. O. Christensen, P.E.
Road Design Engineer

By

Richard A. Kuehn, P.E.
Final Design Engineer

Attachments

bcc: H. S. Coulter
E. S. Hunter
Gary Potter
Bob Pool
Bob Hector
T. W. Litchfield
Fred Eriksen

RK:FE:mg

10,102

CCR 21-4

nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-69(5) John Day
2. STATE PROJECT NO. See below Burns
2A. COUNTY NAME Grant

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50046

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-84

8. FEDERAL ROUTE NUMBER Primary 69

9. STATE ROUTE NUMBER Primary 48

10. GENERAL LOCATION:
JOHN DAY - CANYON CITY SECTION
John Day - Burns

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering
overlay, widen.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $27,000; Federal Funds $23,800.

13. REMARKS

As requested by Mr. Potter's PEA dated October 9, 1984.

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 10/24/84

15. SIGNATURE OF APPROVING OFFICIAL C H Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

48

# PROJEC" PROSPECTUS
PART 4 — SURVEY AUTHORITY

Grant Co.

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID# | 1 |
| SECTION: John Day - Canyon City | REGION: 5 |

Hwy 43

## SURVEY AUTHORITY

| AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|
| 1 | 12-1939 | 1/27/84 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $10,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 2,000 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | 500 |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 500 | 935 SOILS | | 500 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 3,500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 100 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 3,000 | 938 REGION ENVIRONMENT | | 200 |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | 200 |
| 910 REGION GEOLOGIST | | 5,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 1,000 | 932 RAILROAD & UTILITIES | | 100 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 27,000 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
F-69(5)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
4 Adams
4 incnab
2 Edwards
Terpin
3 Trout
Wakerlig

RECEIVED
NOV 6 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

NOTED
RICK KUEHN

On HIP

| | | | |
|---|---|---|---|
| PREPARED BY | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>8/3/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>1-30-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE<br>7 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>10-19-84 | |

734-1914 (7-82)

folder made

3-10-83

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 201417

Region Copy

REGION 5

SECTION John Day-Canyon City

| | | | |
|---|---|---|---|
| STATE HIGHWAY # 48 | HIGHWAY NAME John Day-Burns | MILE POST FROM 0.00 TO 2.35 | LENGTH 2.35 |
| ☒ URBAN<br>☒ RURAL | CITY John Day-Canyon City | COUNTY Grant | ROAD/STREET NAME |
| ROUTE # US 395 | FEDERAL AID # FAP 69 | APPLICANT (IF OTHER THAN STATE) | |

RE ☐ RCE ☐ RME ☒ ROE ☐ RFA ☒

MAR 9 1983

RECEIVED

REGION 5 OFFICE

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | | |
|---|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 35 | GRADING | X | FILES | (#) | |
| RIGHT OF WAY | | $ | PAVING (✓) | X | ACRES | (#) | |
| ROADWAY | $ 454.4 | | STRUCTURES (✓) | | RELOCATIONS | (#) | |
| STRUCTURES | $ | | SIGNING (✓) | | WORK BY STATE/CONSULTANT/APPLICANT | | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING | (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING | (S,C,A) | S |
| TEMPORARY PROTECTION | $ 16 | | | | RIGHT OF WAY DESCRIPTIONS | (S,C,A) | |
| | $ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS | (S,C,A) | |
| 40% ENGINEERING & CONTINGENCIES | $ 188.2 | | DESIGN CATEGORY (1-7) | 6 | CONSTRUCTION BY | | |
| TOTAL CONSTRUCTION | | $ 658.6 | WORK TYPE (1-12) | 3 | ☒ CONTRACT<br>☐ STATE FORCE | ☐ OTHER | |
| TOTAL ESTIMATE | | $ 693.6 | | | ☐ CITY FORCE<br>☐ COUNTY FORCE | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84 | RECOMMENDED FUNDING SOURCE FAP | RECOMMENDED PROGRAM YEAR ~~1984~~ 86 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | | |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | Y | Y |
| AVERAGE DAILY TRAFFIC | 5700/ 1400 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1981 | |

DEFINE THE PROBLEM

Existing highway surface is rapidly deteriorating on this section. It is apparent base design strength is inadequate to carry modern day axle loadings.

PROPOSED SOLUTION

Propose 4 inch B. A.C. overlay with minor amounts of widening to provide continuity in pavement widths.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER X | DATE 3-9-83 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

# PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01417

Day-Canyon City

REGION 5

## PROJECT JUSTIFICATION

This project lies within the City limits of John Day and Canyon City with a short distance of unincorporated area between the cities.

Majority of this section was constructed in 1934 with portion upgraded in 1958. A bike lane was added on the right side in 1974 from M.P. 0.67 to M.P. 1.97. Base rock varies from 6" to 9" throughout the section with varying thicknesses of weaning surface. It is imparative this section receive attention at an early date in order to protect our investment.

This project meets the Division's goal of preserving and maintaining the existing highway system.

## ADMINISTRATION RECOMMENDATION

# PROJEC. PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 2417

SECTION John Day - Canyon City

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | S | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | S | STATE LANDS | S | SECTION 106 | N |
| VICINITY MAP | ? | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | S | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | NEW (#) |
| | | | | | | UTILITIES | S | (LIST BELOW) | |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | |

COMPANIES
C. P. National
Pacific N. W. Bell

DESIGN SPEED 20 - 40 Speed Zone

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

### EXISTING

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Var. | | | | | | | | Var. | | | | |
| | | | | 10-1 | | | 12-10 | × | 10-12 | | | 1-10 | | | | |
| | | | | 10-4 | | | 12 | | 12 | | | 1-10 | | | | |

### PROPOSED

SUGGESTED BASE DESIGN

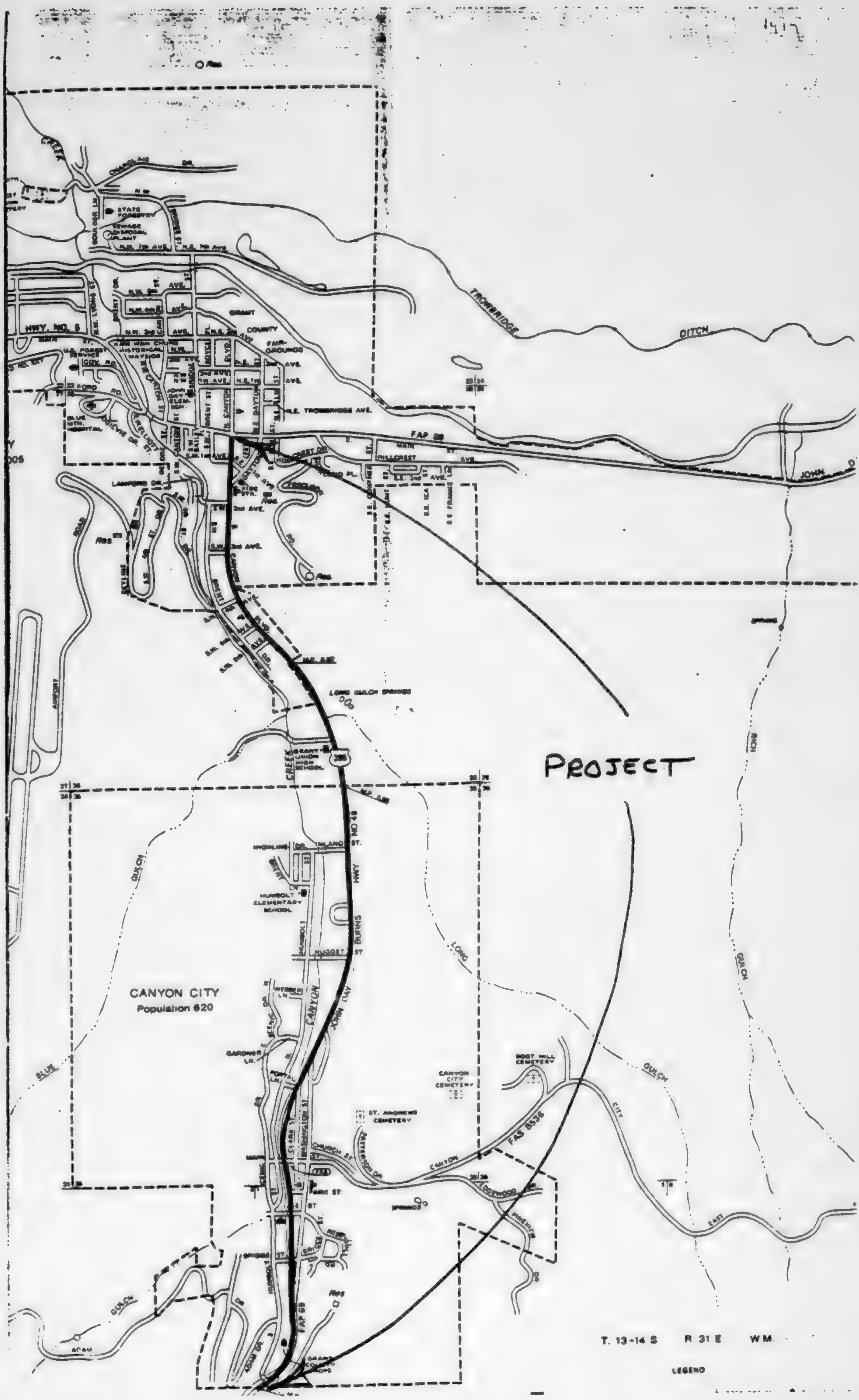
| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| Overlay | | 4" | | | |
| A.C. Extruded Curb (Bike Path Separation) | X | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Location Engineer
Date

734-1912 (7-82)


1417
PROJECT
CANYON CITY
Population 620
TROWBRIDGE DITCH
GRANT COUNTY FAIRGROUNDS
STATE FORESTRY
SEWAGE DISPOSAL PLANT
HWY. NO. 5
U.S. FOREST SERVICE
BLUE MTN. HOSPITAL
HISTORICAL WAYSIDE
N.E. TROWBRIDGE AVE.
FAP 28
MAIN ST.
HILLCREST AVE.
JOHN DAY
LAMFORD DR.
AIRPORT
LONG GULCH SPRINGS
GRANT UNION HIGH SCHOOL
CANYON CREEK
HWY NO 48
HUMBOLT ELEMENTARY SCHOOL
HIGHLINE DR.
INLAND ST.
NUGGET ST
RUFINS
JOHN DAY
CANYON
GARDNER LN.
PORTAL LN.
CANYON CITY CEMETERY
BOOT HILL CEMETERY
ST. ANDREWS CEMETERY
CHURCH ST
WASHINGTON ST
PATTERSON DR.
FAS 536
CANYON CITY
LOGWOOD
PINEVIEW
SPRINGS
GULCH
BLUE GULCH
LONG GULCH
RICH GULCH
EAST
BRIDGE ST
FAP 68
GRANT CO. SHOPS
T. 13-14 S   R 31 E   W.M.
LEGEND

1985 Mt. Vernon-John Day (Unit 2) 10,103
Sec. of the John-Day Highway
(Grading & paving)

10,103

October 7, 1986

CON 5 - #10,103

Seaboard Surety Company
411 108th Avenue NE
Suite 1670
Bellevue, WA 98004

On October 6, we wrote to you concerning release of final payment on Contract No. 10,103 awarded to LT Contractors, Inc. for work on the Mt. Vernon-John Day (Unit 2) Section of the John Day Highway in Grant County.

Final payment on this contract is $3,121.45 and the total contract amount is $269,710.61. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: LT Contractors, Inc.
755 NE Columbia Blvd.
P.O. Box 11249
Portland, OR 97211

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

10,103

**STATE OF OREGON**
Contract Payments 378-6594

## INTEROFFICE MEMO

FILE: CON 5
10103

**TO:** Commission Services

**DATE:** September 25, 1986

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10103 , On Site Work Substantially Completed October 3, 1985

All Work Completed March 21, 1986

Project Mt. Vernon-John Day (Unit 2)

Highway John Day

County Grant

Type of Work Grading and Paving

Contractor L. T. Contractors, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-6-86 - Surety letter written.

RECEIVED
OCT 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C10103

N

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION<br>Unit #2: Mt. Vernon-John Day | WEEK ENDING<br>Jan. 25, 1986 |
| | | SECTION PREFIX<br>EA: C10103 |
| | HIGHWAY<br>John Day | COUNTY<br>Grant |
| NAME OF JOB | KIND OF WORK<br>Grading and Paving. | |
| CONTRACTOR<br>L.T. Contractors, Inc. | CONTRACT NUMBER<br>10103 | FEDERAL AID PROJECT NUMBER<br>State |
| DATE OF CONTRACT<br>July 31, 1985. | DATE WORK STARTED<br>Aug, 17, 1985 | ESTIMATED COMPLETION DATE<br>Sept. 30, 1985 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS | WORK DAYS USED<br>CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $ 260,613.03 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED |
| EXCLUSIVE OF ENGINEERING: $ 239,947.68 | ENGINEERING AUTHORIZATION $ 12,000.00<br>This Week: 0.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 97 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 273,240.66 | ENGINEERING COST TO DATE $ 10,291.39 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 106 |
| ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 9.4 % | PERCENT OF AUTHORIZATION 86 % | DATE PROJECT WAS COMPLETED: |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 3.9 | 3.9 | | | 3.9 |
| MILES PARTIALLY COMPLETED | 0.0 | 0.0 | | | 0.0 |
| MILES COMPLETED | 0.0 | 0.0 | | | 0.0 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 2,500cy | 2,900tn | | | 2,160tn |
| TOTAL QUANTITIES CORRECTED TO DATE | 2,464cy | 3,570tn | | | 3,009tn |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 2,464cy | 3,570tn | | | 3,009tn |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

No equipment used this week.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 19 | Cloudy | | | |
| MONDAY 20 | Cloudy | | | |
| TUESDAY 21 | Cloudy | | | |
| WEDNESDAY 22 | Showers | | | |
| THURSDAY 23 | Cloudy | | | |
| FRIDAY 24 | Fair | | | |
| SATURDAY 25 | | | | |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 19 | Field work is complete. |
| MONDAY 20 | |
| TUESDAY 21 | |
| WEDNESDAY 22 | |
| THURSDAY 23 | |
| FRIDAY 24 | |
| SATURDAY 25 | |

## REMARKS

STATUS OF WORK: Semi-final submitted to Region.

ANTICIPATED NEXT WEEK: None.

OVERTIME THIS WEEK: None.

SIGNED M.J. Gardner
M.J. Gardner, Proj. Mgr.

LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: November 7, 1985

TO: Oregon Transportation Commission

CON 5

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Mt. Vernon-John Day (Unit #2) Section
John Day Highway, Grant County
Contract No. 10,103

This State funded bikeway project has been completed and it is apparent that the final cost will exceed the project authorization by $23,300 or nine percent.

The work required widening of the existing shoulders and it was difficult to accurately estimate quantities of base and paving materials required to construct the project. The final quantity of aggregate base material exceeded the contract estimate by 670 tons, and the asphalt paving item exceeded the estimate by 849 tons. These overruns resulted in increased costs of approximately $7,370 and $35,650 respectively.

There are sufficient funds available in the category of work. There is no federal participation on this project.

I recommend that the authorization be increased by $23,300 to a new total of $283,913.03. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
R. D. Hector
George Bell

Form 734-3122

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

**TO:** W. E. Schwartz
Ass't. State Highway Engineer

**DATE:** October 10, 1985

RECEIVED
STATE HWY ENGR
NOV 6 '85
REFER TO
FOR

| Info | Invs | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

**FROM:** O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

**SUBJECT:** Request for Increase in Project Authorization
Mt. Vernon-John Day (Unit #2) Section
John Day Highway, Grant County
Contract No. 10,103

NOTED
W. E. SCHWARTZ

This State funded bikeway project has been completed and it is apparent that the final cost will exceed the project authorization by $23,300 or nine percent.

The work required widening of the existing shoulders and it was difficult to accurately estimate quantities of base and paving materials required to construct the project. The final quantity of aggregate base material exceeded the contract estimate by 670 tons, and the asphalt paving item exceeded the estimate by 849 tons. These overruns resulted in increased costs of approximately $7,370 and $35,650 respectively.

There are sufficient funds available in the category of work. There is no federal participation on this project.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $23,300. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
M. J. Gardner
B. M. Walton
D. L. Trout

10 103

W

**STATE OF OREGON** **INTEROFFICE MEMO**

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

**TO:** FILES

**DATE:** September 6, 1985

[illegible]

E S Hunter

**FROM:** E. S. Hunter
Acting State Highway Engineer

**SUBJECT:** Footpaths and Bicycle Trails
July 25, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened July 25, 1985 on the following projects:

1. Marquam Creek Bridge
Cascade Highway South
Clackamas County
Structures

    Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Myrtle Creek (Broyden) Bridge
Myrtle Creek Road
Coos County
Structures

    Same as No. 1.

3. Myrtle Grove Slide
Dillard Highway
Douglas County,
Misc. Highway Appurtenances

    Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Pacific Highway at Garden Valley Interchange
Pacific Highway
Douglas County
Signals

    Pedestrian signals will be provided for pedestrian and bicycle traffic.

Contains Recycled Materials

5. John Day-Canyon City Section
   John Day-Burns Highway
   Grant County
   Overlay

   Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

6. Mt. Vernon-John Day (Bikeway - Unit 2)
   John Day Highway
   Grant County
   A.C. Paving and Oiling

   Bikeway project. Shoulders being widened to provide 4-foot bike lanes adjacent to 12-foot travel lanes.

7. Starr Ridge-Cottonwood Creek
   John Day-Burns Highway
   Grant County
   A.C. Paving and Oiling

   Same as No. 1.

8. N. Fork Sprague River Bridge
   Camp Six Road
   Klamath County
   Structures

   Same as No. 1.

9. Green Creek Bridge
   Mapleton-Junction City Highway
   Lane County
   Structures

   Same as No. 1.

10. Mapleton-M.P. 25.7
    Florence-Eugene Highway
    Lane County
    Misc. Highway Appurtenances

    Same as No. 3.

11. Reed Service Road Bridge
Pacific Highway
Lane County
Structure

Same as No. 1.

12. Willow Creek (Robertson) Bridge
9th Avenue East (County Road)
Malheur County
Structures

Same as No. 1.

13. Willow Creek (Tomasello Road) Bridge
Tomasello Road (County Road)
Malheur County
Structures

Same as No. 1.

14. Washington State Line-Linn/Lane County Line (Unit 1)
Pacific Highway
Marion and Linn Counties
Signing

Same as No. 3.

15. Sandy River-Corbett Interchange
Columbia River Highway
Multnomah County
Overlay

Same as No. 3.

16. Cold Springs Bridge
Pendleton-Cold Springs Highway
Umatilla County
Structures

Same as No. 1.

17. Forest Boundary-M.P. 25.83
Enterprise-Lewiston Highway
Wallowa County
A.C. Paving and Oiling

Same as No. 1.

18. Tualatin Valley Highway at Mountain View Lane
    Tualatin Valley Highway
    Washington County
    Paving and Signals

    Walks and pedestrian signals will be provided for pedestrian traffic.

19. Millican Creek-McMinnville (Bikeway - Unit 2)
    Pacific Highway West
    Yamhill County
    A.C. Paving and Oiling

    Bikeway project. Shoulders being widened to provide a bike lane adjacent to travel lanes.

ESH:BCE:ja

cc D. G. Talbot
L. E. George
Bob Pool

10,103

August 28, 1985

CON 5

#10,103

LT Contractors, Inc.
755 N. E. Columbia Boulevard
P. O. Box 11249
Portland, OR 97211

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,103 for work on the Mt. Vernon-John Day (Unit 2) Section of the John Day Highway in Grant County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Michael Gardner

**L T CONTRACTORS, INC.**
P.O. BOX 4448
SUNRIVER, OREGON 97701
TELEPHONE (503) 593-8163

July 29, 1985

Mr. Robert Gormsen
Oregon Department of Transportation
Room 121 Transportation Building
Salem, Oregon 97310

RE: Grading and Paving
Mt. Vernon-John Day (Unit 2)
Bid Date: July 25, 1985
WBE Requirement Proposal

Dear Bob:

We were apparent low bidder on the above project and are submitting our proposed WBE subcontractor for your approval.

Our subcontractor for the project is Polar Transport Service, Inc. This company will be performing our trucking requirements, consisting of:

| | | |
|---|---|---|
| Item 8 | Aggregate Base Haul | $6,200.00 |
| Item 9 | Class "C" Asphalt Haul | 2,800.00 |
| | Total WBE Subcontract Amount | $9,000.00 |

Our total contract is for $224,815.00. Three percent of that amount is $6,744.45.

Enclosed are Polar Transport Services, Inc.'s business card and the ODOT WBE Certification.

Thank you for your consideration of this request.

Sincerely,

L T CONTRACTORS, INC.

Drew Whittle

Drew Whittle
Area Manager

DW:jr
Enclosures

RECEIVED
JUL 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

472-6586

Polar
Transport
Service, Inc.

GARY HANTZE
1521 East 5th
McMinnville, Oregon

RECEIVED
JUL 3 0 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,103

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

FILE GRANT LOC 3

TO: L. E. George
Traffic Engineer

DATE: July 17, 1985

FROM: Bill Geibel
Bicycle Program Manager

SUBJECT: Mt. Vernon-John Day Section
John Day Highway

I have been asked by the Sign Unit for a recommendation for signing and striping on the subject shoulder widening project financed by bicycle funds. The subject projects, Units 1 and 2, widen the shoulders to 4 feet in width.

Guidelines for designating shoulders of roadways as bikeways in the Bikeway Master Plan state "...A 4-foot shoulder may be acceptable when traffic safety or demand is demonstrated..." There will very likely be significant usage of the shoulders by residents of John Day and Mt. Vernon as well as the seasonal touring bikers on the Bikecentennial Route. Regional Engineer Bob Hector does not want the placement of any stenciled legends.

copy
#10,064

Based on the above, I would recommend placement of 8-inch fog lines and occasional "BICYCLE ON SHOULDERS" signs.

BG:ja

cc Bob Pool

81-125-1387

10,103

CON 8-2-2
John Day

Date: January 11, 1985

To: Oregon Transportation Commission

Mt. Vernon - John Day
PRO
Unit 2

From: H. S. Coulter
State Highway Engineer

Subject: Requests for Approval to Add Eleven Projects to the Six Year Program

On the agenda for your consideration at the January 22 meeting will be a request to add the following projects to the Six-Year Highway Improvement Program.

The first five projects are all to be funded with State bikeway funds. Bike funds are available and there is a need to identify program year 1986 projects.

SECTION: Millican Creek - McMinnville (Unit 2)
HIGHWAY: Pacific West Highway
COUNTY: Yamhill
PROGRAM YR: 1986 Construction
FUNDING: Bike
Total Estimated Cost: $ 150,000

SECTION: Poodle Creek - Knight Road (Unit 2)
HIGHWAY: Florence - Eugene
COUNTY: Lane
PROGRAM YR: 1986 Construction
FUNDING: Bike
Total Estimated Cost: $ 125,000

SECTION: Yoncalla NCL - Elkhead Road
HIGHWAY: Drain - Yoncalla
COUNTY: Douglas
PROGRAM YR: 1986 Construction
FUNDING: Bike
Total Estimated Cost: $ 80,000

SECTION: Portland Street - Campus Drive
HIGHWAY: Klamath Falls - Malin
COUNTY: Klamath
PROGRAM YR: 1986 Construction
FUNDING: Bike
Total Estimated Cost: $ 35,000

SECTION: Mt. Vernon - John Day (Unit 2)
HIGHWAY: John Day
COUNTY: Grant
PROGRAM YR: 1986 Construction
FUNDING: Bike
Total Estimated Cost: $ 150,000

The following six bridge projects are to be added to the development portion of the Program. Their development is important to provide plans for needed projects for inclusion or advancement in the program when other contracts are either delayed or bid below program estimates. Your approval will again be requested when these projects can be added to the construction portion of the program.

SECTION: Oglesby Creek Bridge
HIGHWAY: Corvallis - Newport
COUNTY: Lincoln
PROGRAM YR: 1985 Development
FUNDING: HBR
Total Estimated Cost: $ 206,000

DESCRIPTION: The existing bridge is a wood structure which is badly deteriorated. It has a current sufficiency rating of 7.0.

SECTION: Fishhawk Creek Bridge
HIGHWAY: Fishhawk Falls
COUNTY: Clatsop
PROGRAM YR: 1985 Development
FUNDING: HBR
Total Estimated Cost: $ 524,000

DESCRIPTION: The existing structure is badly deteriorated and in need of replacement. It has a current sufficiency rating of 6.0.

SECTION: Beaver Creek Bridges
HIGHWAY: Corvallis - Newport
COUNTY: Lincoln
PROGRAM YR: 1985 Development
FUNDING: HBR
Total Estimated Cost $1,725,000

DESCRIPTION: There are four Beaver Creek Bridges involved with this proposal. They are located at the following mile point of the Corvallis - Newport Highway.

| | |
|---|---|
| M.P. 3.23 | Sufficiency Rating of 10 |
| M.P. 4.19 | Sufficiency Rating of 12 |
| M.P. 4.47 | Sufficiency Rating of 12 |
| M.P. 5.36 | Sufficiency Rating of 12 |

These structures were constructed with concrete beams and caps, supported by wood piles. Unstable ground has caused excessive movement of the piles which has caused spalling of the conrete beams and caps.

SECTION: Spring Valley Creek Bridge
HIGHWAY: Salem - Dayton
COUNTY: Polk
PROGRAM YR: 1985 Development
FUNDING: HBR
Total Estimated Cost: $ 829,000

DESCRIPTION: The existing structure is a wood bridge which is badly deteriorated. It has a current sufficiency rating of 19.5.

SECTION: Digger Creek Bridge #1071
HIGHWAY: Alsea
COUNTY: Benton
PROGRAM YR: 1985 Development
FUNDING: HBR
Total Estimated Cost: $1,015,000

DESCRIPTION: This structure has extensive decay in the wood members and some section loss in the steel members due to rust. Its present sufficiency rating is 9.0.

SECTION: North Umpqa River Bridge No. 839
HIGHWAY: Oakland - Shady
COUNTY: Douglas
PROGRAM YR: 1985 Development
FUNDING: HBR
Total Estimated Cost: $1,200,000

DESCRIPTION: This structure was built in 1923 and is too narrow. It has a sufficiency rating of 59.3.

cc
Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary A. Potter
C. O. Fredrickson
D. O. Christensen
L. E. George
Cam Gilmour
R. C. Pool
Vern E. Skoog
Region Engineers
George Bell

TK:me

5

# PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Grant Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# [illegible]

REGION 5

SECTION Mt. Vernon - John Day (Highway 5, Grant County) (Units 1 & 2)

AUTHORIZATION NO. 1

PREFIX 812-1437

DATE 9-6-84

Hwy #5

## SURVEY AUTHORITY

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 16,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 100 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 800 | 935 SOILS | | 1,000 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 2,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 200 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 1,500 | 938 REGION ENVIRONMENT | | 250 |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | 3,000 | 923 ENVIRONMENTAL SECTION | | 4,000 | 950 TRAINING | | 500 |
| 910 REGION GEOLOGIST | | 5,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 2,200 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 2,000 | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 1,500 | 932 RAILROAD & UTILITIES | | 100 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 40,150 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 ✓
cy
cy
2
3

On HIP

| | | | |
|---|---|---|---|
| PREPARED BY | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>10/25/82 |
| RECOMMENDED REGION ENGINEER<br>X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X J H Weisters | DATE<br>9-12-84 |
| RECOMMENDED LOCATION ENGINEER<br>X Frank E. Rapin | DATE<br>7/7/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

734-1914 (7-82)

NEEDS

BIK0546

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00756

| | | | | |
|---|---|---|---|---|
| SECTION<br>Mt. Vernon - John Day (UNIT 1) (BIKEWAY) | | | | REGION<br>5 |
| STATE HIGHWAY #<br>5 | HIGHWAY NAME<br>John Day | | MILE POST<br>FROM 154.0 TO 161.8 | LENGTH<br>7.8 mi |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY<br>Grant | ROAD/STREET NAME | |
| ROUTE #<br>26 | FEDERAL AID #<br>FAP 88 | APPLICANT (IF OTHER THAN STATE) | | |

| COST ESTIMATES (000's) | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | $ 27 | GRADING (✓) | X | FILES (#) | |
| RIGHT OF WAY | $ 0 | PAVING (✓) | X | ACRES (#) | |
| ROADWAY | $ ~~200~~ [illegible] | STRUCTURES (✓) | | RELOCATIONS (#) | |
| STRUCTURES | $ 0 | SIGNING (✓) | X | WORK BY STATE/CONSULTANT/APPLICANT | |
| SIGNALS | $ 0 | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ 0 | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ ~~6~~ | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | |
| | $ | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | |
| 40% ENGINEERING & CONTINGENCIES | $ 40 | DESIGN CATEGORY (1-7) | 7 | CONSTRUCTION BY | |
| TOTAL CONSTRUCTION | $ ~~286~~ 150 | WORK TYPE (1-12) | 3 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | $ ~~313~~ 177 | | | | |

| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 85 | RECOMMENDED FUNDING SOURCE<br>Bike Path | RECOMMENDED PROGRAM YEAR<br>~~FY 85~~ ~~86~~ 75 |
|---|---|---|---|

### RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | | |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | N | Y |
| AVERAGE DAILY TRAFFIC | 3100 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1980 | |

DEFINE THE PROBLEM

Present roadway does not have adequate shoulder area for bicycle traffic. This route is nationally known and is heavily used by bicycle enthusiasts from all over the nation.

Accidents have occured involving bikes on this section.

PROPOSED SOLUTION

Widen, grade, base and pave shoulders to develop a 32' top width which will provide a space for bicyclists.

First priority of Region.

| | |
|---|---|
| REQUESTED: REGION ENGINEER<br>X | DATE<br>10/20/82 |
| APPROVED: ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE<br>10/25/82 |
| APPROVED: ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE<br>10/25/82 |

| TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |
|---|---|---|
| | 86 | |

# PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID # | 756 |
| SECTION Mt. Vernon - John Day (Highway 5, Grant County) | REGION 5 |

## PROJECT JUSTIFICATION

Project will up-grade substandard section of highway to meet minimum standards while providing a safe space for bike riders.

Consideration of widening side walks on structure at MP 154.07 to 4 feet was taken but deemed not cost effective for the 6 to 9 inches that would be gained.

This project is consistant with the thinking of the Grant County Court who feel the road should be up-graded to provide safety for the bike riders.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS
PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 756

SECTION Mt. Vernon - John Day (Highway 5, Grant County)

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | S | FLOOD PLAIN | N | CULTURAL RESOURCE | S |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | S | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | S | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | | NEW (#) |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

UTILITIES N (LIST BELOW)

COMPANIES
C. P. National
P. N. W. Bell
United Telephone

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | 5 | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | | DESIGN SPEED N/A | DESIGN STANDARDS ~~7~~ AASHTO |

## TYPICAL SECTION

| * BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | * BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING** | | | | | | | | | | | | | | | | |
| | | | | 1-2' | | | 12' | × | 12' | | | 1-2' | | | | |
| | | | | Min. *4' | | | 12' | | 12' | | | Min *4' | | | | |

*5' Shldrs Where Feasible

**PROPOSED**

### SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| Select Base | 12" | | "B" AC | 3" | |
| Level 1"-0 | 3" | | | | |

### STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | N | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Location Engineer
Date 2/7/84

734-1912 (7-82)

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 776

SECTION
Mt. Vernon - John Day (MP 154 - 161$^{\underline{8}}$) John Day Highway

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

No right-of-way acquisition is anticipated.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Grant County Comprehensive Plan still uncompleted. However, plan will call for the identification of areas (such as the proposed project) where bike and foot paths are needed and should be constructed as funds become available.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Project will not only imporve vehicular traffic flow, but will improve the safety of bicycle movements between John Day and Mt. Vernon. No change in volume.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Project would make bike access to Clyde Holliday Wayside near Mr. Vernon from John Day easier and safer. Many local bicyclists travel to the Clyde Holliday Wayside for a day of riding and picnicking.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

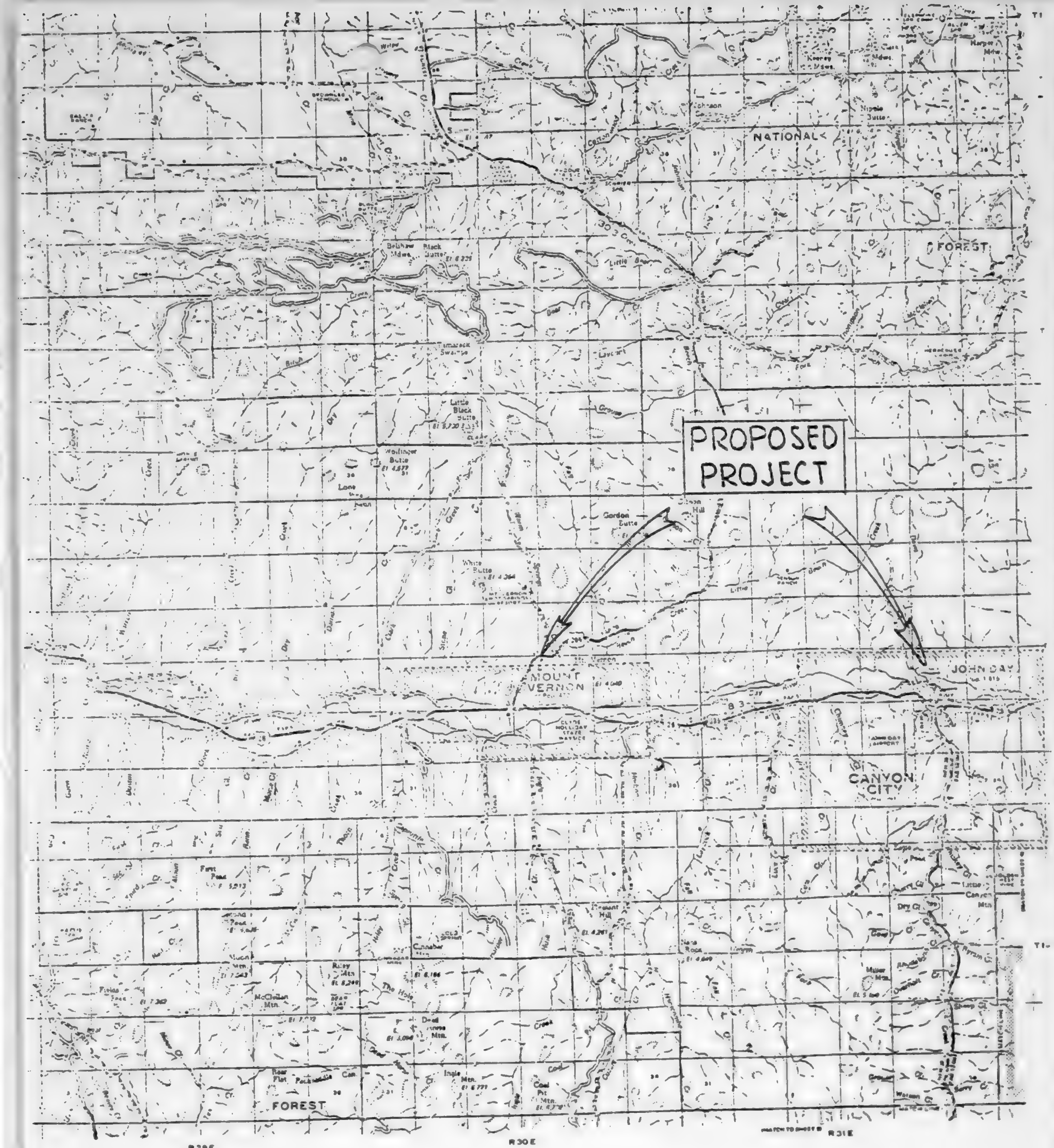
☒ CLASS 2 (CATEGORICAL EXCLUSION)

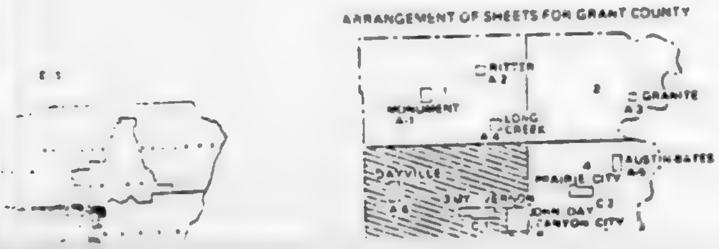
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

| | | |
|---|---|---|
| PREPARED BY<br>X John Preston | TELEPHONE NUMBER<br>963-3177 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |

734-1913 (7-82)


PROPOSED PROJECT
NATIONAL
FOREST
FOREST
MOUNT VERNON
JOHN DAY
CANYON CITY
Clyde Holliday State Park
Little Black Butte
Wolfinger Butte
Gordon Butte
White Butte
Black Butte
Tamarack Swamp
Nipple Butte
Pleasant Hill
Riley Mtn.
McClellan Mtn.
Dead Horse Mtn.
Ingle Mtn.
Coal Pit Mtn.
Little Canyon Mtn.
Miller Mtn.
Fields Peak
Rail Flat
The Hole
Cinnabar
R29E
R30E
R31E


ARRANGEMENT OF SHEETS FOR GRANT COUNTY
RITTER A2
MONUMENT A1
LONG CREEK
GRANITE
DAYVILLE
PRAIRIE CITY
AUSTIN BATES
JOHN DAY
CANYON CITY

N

# GENERAL HIGHWAY MAP
# GRANT COUNTY
## OREGON

PRODUCED BY THE

1985 Starr Ridge-Cottonwood Cr. 10,104
Sec. of the John Day-Burns Hwy.
(Oiling)

10,104

April 2, 1986

CON 5 - #10,104

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 10,104 awarded to Oregon Asphaltic Paving Co. for oiling on the Starr Ridge-Cottonwood Creek Section of the John Day-Burns Highway in Grant County was completed on October 2, 1985, and accepted by the State Highway Division on March 17, 1986.

Final payment in the amount of $1,567.68 will be released to the contractor after April 7, 1986. The total contract amount is $236,108.52 and no work was performed under force account.

You have been previously notified of a claim filed against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

10,104

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10104

**TO:** Robert Gormsen
Manager, Commission Services

**DATE:** March 17, 1986

**FROM:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

**SUBJECT:** Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10104, On Site Work Substantially Completed September 3, 1985

All Work Completed October 2, 1985

Project Starr Ridge-Cottonwood Creek

Highway John Day-Burns

County Grant

Type of Work Oiling

Contractor Oregon Asphaltic Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

4-2-86 - Surety letter written.

noted
RGormsen

RECEIVED
MAR 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,104

CL 1985-0182

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 18, 1985

Barricade Brokers Inc.
Attn: Al Nichols
P.O. Box 06490
Portland, OR 97206

IN REPLY REFER TO FILE NO.:
CON 5
#10,011 #10,030
#10,012 #10,104

This will acknowledge your letter of September 27, 1985, filing claims against the following Highway Division contracts:

| | |
|---|---|
| FILED BY: | Barricade Brokers Inc. |
| FOR: | Temporary signs |
| AGAINST (Prime contractor): | Oregon Asphaltic Paving Co. |

Contract No. 10,011
Pamburn Road-Milton-Freewater Section
Oregon-Washington Highway
Umatilla County
Amount: $257.51

Contract No. 10,012
SW Cedar Street (Pilot Rock)-Junction Heppner Highway
Pendleton-John Day Highway
Umatilla County
Amount: $205.28

Contract No. 10,030
District 14 Chip Seal Project
Grant and Harney Counties
Amount: $8,494

NOTED ON CARDS
11-19-85 BK

Contract No. 10,104
Starr Ridge-Cottonwood Creek Section
John Day-Burns Highway
Grant County
Amount: $3,983

| | |
|---|---|
| SURETY: | Safeco Insurance Company of America |
| AGENT: | Downey Insurance Agency, Inc. |

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

COPY

cc: Oregon Asphaltic Paving Co.
11760 N.E. Glisan
P.O. Box 16537
Portland, OR 97216

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**Barricade Brokers Inc.**
Your Barricade Specialist Sales • Rentals
P.O. Box 06490 • Portland, Oregon 97206
777-6335

State of Oregon
Robert Gormsen Rm 121
Transportation Building
Salem, OR 97310

September 27, 1985

Dear Mr. Gormsen:

This is a formal notice of claim for labors and materials in regards to the following projects as of 9-26-85.

Contract No. 10,011
Pamburn Rd. Milton Freewater Sec.
Amt. due - $257.51

Contract No. 10,012
S.W. Ceder St. (Pilot Rock) Jct. Heppner Hwy. Sec.
Amt. due - $205.28

Contract No. 10,030
District 14 Chip Seal Project.
Amt. due - $8,494.00

Contract No. 10,104
Starr Ridge Cottonwood Creek Sec.
Amt. due - $3983.00

This claim is in regards to the bid item for temporary signs. Please feel free to contact me if you need any information regarding invoice #s or quantities.

Thank You,

Al Nichols
BARRICADE BROKERS INC.

cc:. David R. Ambrose, Attorney at Law
Oregon Asphaltic Paving Co.
Michael J. Gardner, Project Manager
C.D. Hiatt, Project Manager
Ken Warrington , Project Inspector

RECEIVED
OCT 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10104

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| NAME OF JOB | SECTION<br>Starr Ridge – [illegible]<br>Cottonwood Creek | WEEK ENDING:<br>Oct. 05, 1985 |
| | | SECTION PREFIX<br>EA: 10104 |
| | HIGHWAY<br>John Day – Burns | COUNTY<br>Grant |
| | KIND OF WORK<br>Oiling | |
| CONTRACTOR<br>Oregon Asphalt Paving Co. | CONTRACT NUMBER<br>10104 | FEDERAL AID PROJECT NUMBER<br>State |
| DATE OF CONTRACT<br>July 30, 1985 | DATE WORK STARTED<br>Aug. 17, 1985 | ESTIMATED COMPLETION DATE<br>Sept. 15, 1985 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $282,617.84 | SPECIFIED COMPLETION DATE<br>Sept. 15, 1985 | PERCENT OF TIME ELAPSED |
| EXCLUSIVE OF ENGINEERING: $260,207.61 | ENGINEERING AUTHORIZATION $22,410.23<br>This Week: 0.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 93 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $248,582.44 | ENGINEERING COST TO DATE $3,807.74 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 83 |
| ESTIMATED PERCENT: [redacted] UNDERRUN 10.7 % | PERCENT OF AUTHORIZATION 17 % | DATE PROJECT WAS COMPLETED:<br>Sept. 3, 1985 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | 16.7 | | 16.7 | |
| MILES PARTIALLY COMPLETED | | 16.7 | | 16.7 | |
| MILES COMPLETED | | 16.7 | | 16.7 | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 4,075tn | | 600tn | |
| TOTAL QUANTITIES CORRECTED TO DATE | | 4,062tn | | 593tn | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | 4,062tn | | 593tn | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

No equipment used this week.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 29 | Clear, warm | | | |
| MONDAY 30 | Clear, mild | | | |
| TUESDAY 01 | Cloudy,rain | | | |
| WEDNESDAY 02 | Fair, mild | | | |
| THURSDAY 03 | Fair, warm | | | |
| FRIDAY 04 | Fair, mild | | | |
| SATURDAY 05 | | | | |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 29 | No activity this week. |
| MONDAY 30 | |
| TUESDAY 01 | |
| WEDNESDAY 02 | |
| THURSDAY 03 | |
| FRIDAY 04 | |
| SATURDAY 05 | |

## REMARKS

STATUS OF WORK: The project is complete. The officeperson completed semi-final work, except for the contractor wage interview.

ANTICIPATED NEXT WEEK: The semi-final will be submitted to Region.

SIGNED M. J. Gardner LOCATION Hermiston

M.J. Gardner, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

10.104

N

files

**Barricade Brokers Inc.**
Your Barricade Specialist Sales • Rentals
P.O. Box 06490 • Portland, Oregon 97206
**777-6335**

State of Oregon
Robert Gormsen Rm 121
Transportation Building
Salem, OR 97310

September 27, 1985

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Contract No. 10,012
S.W. Ceder St. (Pilot Rock) Jct. Heppner Hwy. Sec.
Amt. due - $205.28

Contract No. 10,030
District 14 Chip Seal Project
Amt. due - $8,494.00

Contract No. 10,104
Starr Ridge Cottonwood Creek Sec.
Amt. due - $3983.00

Thank You,

Robert Gormsen
BARRICADE BROKERS INC.

Bob signed in error - Barricade sent in another letter -

P.S. This claim is in regards to the bid item for temporary signs.

RECEIVED
SEP 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rec'd Unsigned

10,104

August 8, 1985

CON 5
#10,104

Oregon Asphaltic Paving Co.
11760 East Glisan
P. O. Box 16537
Portland, OR 97216

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,104 for oiling on the Starr Ridge-Cottonwood Creek Section of the John Day-Burns Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Michael Gardner

7-25-85

#10,104

Starr Ridge - Cottonwood Cr. Sec

3:30 PM - Gary Polson called to say Oregon Asphaltic Paving Co will accept award of the contract with page 18 inserted in the place of the second page 17. — They would like to go to work next Wednesday (7-31). I told them we would probably have contracts ready for them to sign Tuesday (7-30). They requested we call them when they are ready & they will pick them up. Call Roger Metcalf Portland 252-1497 - They will send in their MBE/WBE certification tomorrow (7-26)

HHB

7-25-85

Starr Ridge - Cottonwood Creek Section
John Day - Burns Highway
Grant County

10.104

Bids were opened 9:00 AM July 25, 1985

At about 11:00 AM Fran Weaver discovered, when preparing the contracts, that the specs included two pages 17 and no page 18. I discussed with Jack Sollis, Bob Gormsen and Rick Kuehn the situation and it was decided to call the low bidder - Oregon Asphaltic Paving Co. I read the missing page 18 to them. They will discuss the situation with their estimator and have Gary Polson call me back this afternoon

Art Brummitt

10/104

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Pool
Location Engineer

DATE: June ~~20~~ 2, 1985

SUBJECT: Starr Ridge - Cottonwood Creek Section
John Day - Burns Highway #48
Grant County

I have developed a bid item-quantity estimate for the construction of an emulsified asphalt oil mat on the Starr Ridge-Cottonwood Creek Section. This is to be done using State-furnished aggregates. This section of highway runs from approximately 11 miles north to 6 miles south of Seneca (M.P. 15.6 to 32.3) in Grant County on the John Day-Burns Highway. The locations of the stockpiles to be used, as well as the quantities available, are as follows:

1. 200 ± c.y. 1/2" - 1/4" at M.P. 154.0 - John Day Hwy.
2. 2287 c.y. 1/2" - 1/4" at M.P. 46.8 - John Day-Burns Hwy.
3. 1300+ c.y. 1/4" - #10 at M.P. 46.8 - John Day-Burns Hwy.

The project will require approximately 2500 c.y. of 1/2" - 1/4" aggregate and 1300 c.y. of 1/4" - #10. We don't have a standard specification available to us for the E-32 oil mat, therefore, I have not entered a quantity for asphalt in the emulsified asphalt oil mat.

We are requesting a two week bid advertisement on this project due to a short time frame available and the small scope of work involved in the project. The bid item-quantity estimate for this project is provided on the attached sheet.

If you have any questions, please call.

6-25-85
Roger Morse Final Design
& Bill Bergstedt are working
on project. — G.S.

Chris Rowland
Chris Rowland
Region 5 Staff Assistant

CR/lm

Attachment

cc: Richard Kuehn

RECEIVED
JUN 24 1985
ROAD DESIGN SECTION

RDE
FDE
3 ~~2~~ LE
SE
FPC
PDE
1 LFE 2
GTE
2 FPC JKM

BPC
FDS
CA
Copy All
Return To
B/U

| NUMBER | ITEM AND QUANTITY | UNIT | | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 001 | Mobilization | 1.000 | Lump Sum | 11,000.00 | 11,000.00 |
| 002 | Temporary Protection and Direction of Traffic | 1.000 | Lump Sum | 3,500.00 | 3,500.00 |
| 003 | Temporary Signs | 300.000 | Sq. Ft. | 5.00 | 1,500.00 |
| 004 | Flaggers | 100.000 | Hour | 15.00 | 1,500.00 |
| 005 | Pilot Car | 40.000 | Hour | 30.00 | 1,200.00 |
| 006 | (Roadwork) Emulsified Asphalt in Oil Mat | | Ton | 170.00 | |
| 007 | Hauling & Placing Aggregate | 3,800.00 | Cu. Yd. | 8.00 | 30,400.00 |

TOTAL AMOUNT OF CONTRACT

1985 North Fork Sprague R. Br. 10,105
Section of Camp Six Road
(Structure)

C4A - 8468 - 7-24-85

10-10-85

Oregon Department of Transportation
HIGHWAY DIVISION

# HIGHWAY DIVISION INVOICE

| YOUR ORDER NUMBER | BILLING REQ. NUMBER | AGENCY | CURRENT DOCUMENT NUMBER |
|---|---|---|---|
|  | CA 5087 | 02 | 143567 |
|  |  | **DATE** | **VENDOR NUMBER** |
|  |  | 5-27-86 | 0000620152-00 |

Klamath County
334 Main St.
Klamath Falls, OR 97601

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

| T.C. | E.A. SUB JOB | SPECD | ORG. UNIT | OBJ DTL. | ACT. | REVENUE SOURCE | AGY. SRC. | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 617 | B0188273-000 | L01 | 0521 |  |  | 844010 | 80 | $ 465.94 |

| PROG | APP SYM | FUND CODE | FUND DETAIL | FUND SOURCE |
|---|---|---|---|---|
|  |  |  |  |  |

DESCRIPTION:
Bridge design assistance provided to county for North Fork Sprague River Bridge. Proejct Closed July 9, 1985. BRS-B314(1)

|  |  |  | TOTAL PRICE |
|---|---|---|---|
| Labor | $2,943.02 |  |  |
| Less free Bridge Design | -180.60 ? | $2,762.42 |  |
| Data Processing |  | 45.84 |  |
| Office Supplies |  | 344.10 — |  |
| Reproductions & Printing | $569.50 |  |  |
| Less Free Bridge | -569.50 | -0- |  |
| Word Processing | $159.00 |  |  |
| Less Free Bridge | -99.50 | 59.50 |  |
| Blueprints | $347.43 |  |  |
| Less Free Bridge | -93.35 | 254.08 |  |
| GL 1140 |  | TOTAL AMOUNT DUE | $3,465.94 |
|  |  | Less advance deposit | 3,000.00 |
|  |  |  | $ 465.94 |

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (3-86)

Free Bridge = 942.95

paid prior to 12-01-86

2-1-88 Free Bridge really 1673.93 after erroneous coding to activity 199 investigated.
I have a note Earl Kessler asked to apply $3000 of his advance for RSB 314(1) to B0188273. I thought you concurred, although I can find no documentation.

—. 10,105

Mike S.

# OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 20, 1988

COUNTY: KLAMATH AGREEMENT NO: 8468 PROJECT NO: BRS-B314(1)

CONTRACT NO: 10105 SECTION: No. Fork Sprague Bridge

CONSTRUCTION ENGINEERING (Prefix No. C10105):

| | Participating | Nonparticipating |
|---|---|---|
| Payment to Contractor | $35,494.70 | $83,083.20 |
| Field Engineering | 2,333.00 | 8,713.67 |
| Road Design | 49.82 | 186.08 |
| Technical Services | 35.10 | 131.10 |
| Accounting | 4.30 | 16.06 |
| Region Office | 105.28 | 393.21 |
| Program Section | 12.14 | 45.33 |
| Material Testing | 740.16 | 2,764.39 |
| Construction Section | 68.37 | 255.37 |
| TOTAL CONSTRUCTION COST | $38,842.87 | $95,588.41 134,431.28 |

SUMMARY:

| | | |
|---|---|---|
| Total Participating Cost | | $38,842.87 ✓ |
| Less Federal Funds (80%) | | (31,074.30) ✓ |
| Less State Share 1/2 Balance | | (3,884.29) |
| Plus Nonparticipating County Cost | | 95,588.41 |
| Less Insurance Settlement | | (92,586.50) |
| Less County Advance Deposit | | |
| Const. AD #85-82 | $10,000.00 | |
| Const. AD #85-88 | 5,900.00 | (15,900.00) |
| REFUND DUE THE COUNTY | | 9,013.81 |
| Less deposit applied to PE B0188273 | | <3,000.00> |
| Refund | | 6013.81 |

MKS:pf

**PROGRAM SECTION**
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
FEB 09 1
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

See attached

2.8.88
Mike —
refund of → 6013.81
952.28
6966.09 will go back to LGIP end of this week + I will send documentation to County at that time.

Anne

1859

NEIL GOLDSCHMIDT
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 1, 1988

Earl Kessler
Klamath County
334 Main Street
Klamath Falls, OR 97601

Statement of Costs
B0188273
Preliminary Engineering - North Fork Sprague River Bridge

| | |
|---|---|
| Total Costs (see attached itemization) | $ 4,187.59 |
| Less Free Bridge Design | 1,673.93 |
| Total County PE Costs | 2,513.66 |
| Less Advance Deposit | (3,000.00) |
| Less Invoice 143567 | (465.94) |
| Amount to Refund | 952.28 |

J Henry
Jan Henry
Manager, Billings and Revenue

Attachment

Prepared by Anne Hernandez
378-5034

JH:AH:mh B0188273 Statement

Form 734-3122 (1-87)

11,105

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** DATE: January 20, 1988

COUNTY: KLAMATH AGREEMENT NO: 8468 PROJECT NO: BRS-B314(1)

CONTRACT NO: 10105 SECTION: No. Fork Sprague Bridge

CONSTRUCTION ENGINEERING (Prefix No. C10105):

| | Participating | Nonparticipating |
|---|---|---|
| Payment to Contractor | $35,494.70 | $83,083.20 |
| Field Engineering | 2,333.00 | 8,713.67 |
| Road Design | 49.82 | 186.08 |
| Technical Services | 35.10 | 131.10 |
| Accounting | 4.30 | 16.06 |
| Region Office | 105.28 | 393.21 |
| Program Section | 12.14 | 45.33 |
| Material Testing | 740.16 | 2,764.39 |
| Construction Section | 68.37 | 255.37 |
| TOTAL CONSTRUCTION COST | $38,842.87 | $95,588.41 |

SUMMARY:

| | | |
|---|---|---|
| Total Participating Cost | | $38,842.87 |
| Less Federal Funds (80%) | | (31,074.30) |
| Less State Share 1/2 Balance | | (3,884.29) |
| Plus Nonparticipating County Cost | | 95,588.41 |
| Less Insurance Settlement | | (92,586.50) |
| Less County Advance Deposit | | |
| Const. AD #85-82 | $10,000.00 | |
| Const. AD #85-88 | 5,900.00 | (15,900.00) |
| REFUND DUE THE COUNTY | | 9,013.81 |

MKS:pf

Estimated Cost N. Fork Sprage R. Bridge Section BRS-B314(1)

| | | Participating | Non Participating |
|---|---|---|---|
| Total Construction Cost | | 131,429.37 | 3001.92 |
| Less Insurance Credit | | (92,586.50) | |
| Subtotal | | 38,842.87 | 3001.92 |
| Less Federal Funds (80%) | | (31,074.30) | |
| Less State Share | | (3,884.29) | |
| Plus NonParticipating Cost | | 3,001.92 | |
| Less County Advance Deposits | | | |
| AO#85-82 | $10,000 | | |
| AO#85-88 | $ 5,900 | $15,900.00 | |
| Refund Due County | | $ 9,013.80 | |

Mike Shultz 12-10-87

This is an Estimate But the Final Itemized Statement should Be completed in the Next Three Months

10,105

C10105

ORIGINAL

12-4-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

**Appropriation:**

**The United States, Dr., TO** Treasurer of the State of Oregon

**Address** Capitol Building, Salem, OR 97310

**STATE** Oregon

**FEDERAL AID PROJECT NO.** BRS - B314 (1)

**PROGRAM APPROVED**

**VOUCHER PERIOD** From: 6-28-85 To: 8-7-87

**FINANCIAL DATA**

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $134,431.27 | $38,842.87 | 80% | $31,074.30 | $31,074.30 | $0.00 |

118

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* Controller *Authorized Officer* *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $

*Amount Approved* $

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (*Payee must not use this column*) |
|---|---|---|---|---|---|---|
| | N. Fork Sprague River Bridge Section<br>County Road<br>Klamath County | | | | | |
| | Construction<br>Type Code X080<br>Structure, Br. #16799 (Sta. 10+73) | | | | | |
| | Final Contract Payment Summary | Lump | Sum | | $ 35,494.70 | |
| | Construction Engineering | | | | | |
| | State | All | Required | | 3,348.17 | |
| | TOTAL PARTICIPATING PROJECT COST | | | | $ 38,842.87 | |
| | Non Participating Project Cost | | | | | |
| | Final Contract Payment Summary | Lump | Sum | | $ 83,083.20 | |
| | Construction Engineering (State) | All | Required | | 12,505.21 | |
| | TOTAL NON PARTICIPATING PROJECT COST | | | | $ 95,588.41 | |
| | TOTAL PROJECT COST | | | | $134,431.28 | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 12-4-87. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

HIGHWAY DIVISION

| AGENCY | CURRENT DOCUMENT NUMBER |
|---|---|
|  | 143981 |

| YOUR ORDER NUMBER | BILLING REQ. NUMBER | DATE | VENDOR NUMBER |
|---|---|---|---|
|  | CA 5223 | 9-8-86 | 0000961615 |

Hamilton Construction Co.
PO Box 659
Springfield, OR 97477

**SEND REMITTANCE TO:**
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

| T.C. | E.A. SUB JOB | SPECD | ORG. UNIT | OBJ DTL | ACT. | REVENUE SOURCE | AGY. SRC. | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 126 | C10105[illegible]011 |  |  | 8033 |  |  |  | $1,725.50 |

| PROG | APP SYM | FUND CODE | FUND DETAIL | FUND SOURCE |
|---|---|---|---|---|
|  |  |  |  |  |

↑ FOLD

DESCRIPTION:

Final contract amount due contract 10105, Est. 4 Final,
N. Fork Sprague R. Bridge, per attached.

Paid

BRS-314(1)

| | TOTAL PRICE |
|---|---|
| TOTAL AMOUNT DUE | $1,725.50 |

734-1150 (3-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Jan Peterson (INVOICE PREPARER) PH. 378-6232

BRS—314(1)

# CONTRACT PAYMENT VOUCHER - COVER SHEET

## OREGON STATE HIGHWAY DIVISION

| PAYEE | VOUCHER DATE | TOTAL AMOUNT |
|---|---|---|
| Hamilton Construction Company<br>P.O. Box 659<br>Springfield, OR 97477 | 4-3-86 | $ (1,725.50) |

| CONTRACT NO. | ESTIMATE NO. | APPROVED: |
|---|---|---|
| C10105 | 4 Final | |
| PERIOD COVERED: | | Designated Authority |

**FINAL OR POST FINAL VOUCHERS ONLY**

CONTRACTORS CERTIFICATE

I, ____________________ (Name) CERTIFY THAT I AM ________________ (Capacity)

FOR ____________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____________________

Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

mailed 9/17/86

Form 734-1020X (Rev. 8-81)

```
                                   OREGON DEPARTMENT OF TRANSPORTATION
                                             HIGHWAY DIVISION
FMCP010-1      CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RET

 CONTRACT NUMBER:  C10105          ESTIMATE NUMBER: 004          HAMILTON CONSTRUCT

                              CONTRACT             LIQUIDATED             RETAINAGE
 NUMBER      NUMBER            PAYMENT              DAMAGE

 AMOUNT TO DATE:            118,577.90                  0.00                 855.00
 PRIOR AMOUNT:              121,158.40                  0.00                 855.00

 PRESENT AMOUNT:              2,580.50-                 0.00                   0.00

 EA-         SUB-             CONTRACT             LIQUIDATED             RETAINAGE
 NUMBER      NUMBER            PAYMENT              DAMAGE

 C10105       011             2,580.50-                 0.00                   0.00

         TOTAL                2,580.50-                 0.00                   0.00
```

```
ENT OF TRANSPORTATION                                                  04/01[illegible]6
Y DIVISION
ARY OF CONTRACT WORK AND COMPUTED RETAINAGE                            PAGE    3

MBER: 004         HAMILTON CONSTRUCTION CO.

  LIQUIDATED              RETAINAGE          FORCE ACCOUNT            NETPAY
    DAMAGE                                       AMOUNT

           0.00                 855.00                0.00          117,722.90
           0.00                 855.00                0.00          120,303.40

           0.00                   0.00                0.00            2,580.50-

  LIQUIDATED              RETAINAGE          FORCE ACCOUNT            NETPAY
    DAMAGE                                       AMOUNT

           0.00                   0.00                0.00            2,580.50-

           0.00                   0.00                0.00            2,580.50-
```

BRS-B314(1)

04 01 86 PG. 01 C10105

| | | |
|---|---|---|
| 118577.90 | 121158.40 | 2580.50- |

KLAMATH C10105

CAMP SIX ROAD (COUNTY RD) BRSB0314001

N FORK SPRAGUE RIVER BRIDGE

| | | | | |
|---|---|---|---|---|
| 001 | 11 | TEMPORARY PROTECTION AND DIR OF TRAFFIC | LUMP SUM | 500.0000 |
| 002 | 11 | MOBILIZATION | LUMP SUM | 10000.0000 |
| 003 | 11 | EMBANKMENT IN PLACE | CU YD | 10.0000 |
| 004 | 11 | AGGREGATE BASE | CU YD | 35.0000 |
| 005 | 11 | CLASS C ASPHALT CONCRETE PA 4 | TON | 70.0000 |
| 006 | 11 | GUARD RAIL TYPE 2A | LIN FT | 15.0000 |
| 007 | 11 | GUARD RAIL TYPE 3 | LIN FT | 28.0000 |
| 008 | 11 | GUARD RAIL ANCHORS TYPE 1 | EACH | 300.0000 |
| 009 | 11 | RAIL END PIECES TYPE C | EACH | 90.0000 |
| 010 | 11 | BRIDGE REMOVAL WORK | LUMP SUM | 2000.0000 |
| 011 | 11 | STRUCTURAL EXCAVATION | CU YD | 5.0000 |
| 012 | 11 | FURNISH PILE DRIVING EQUIPMENT | LUMP SUM | 5000.0000 |
| 013 | 11 | FURNISH STEEL PIPE PILING | LIN FT | 17.5000 |
| 014 | 11 | DRIVE STEEL PIPE PILES | LIN FT | .5000 |
| 016 | 11 | STRUCTURAL CONCRETE CLASS 3300 | LUMP SUM | 10000.0000 |
| 017 | 11 | REINFORCEMENT | LUMP SUM | 2500.0000 |
| 018 | 11 | 4'X70'/75' PRESTRESSED SLABS | EACH | 5500.0000 |
| 019 | 11 | METAL RAIL WITH TUBING | LIN FT | 40.0000 |
| 020 | 11 | MEMBRANE WATERPROOFING | SQ YD | 20.0000 |
| | | PRICE AGREEMENT ITEMS | | |
| 3001A | 10 | FURN & INST TEMP CONCR BAR REFLECT | LIN FT | 32.0000 |
| 3001B | 10 | FURN & INST TEMP PLASTIC SAFETY MARKERS | EACH | 50.0000 |
| 3003A | 11 | REMOVE EXISTING HEADWALL | LUMP SUM | 645.0000 |

| Type Code | "P" Construction Cost | "N" |
|---|---|---|
| X080 | $115,577.90 | $ |

C10105 4

D (COUNTY RD) BRSB0314001

E RIVER BRIDGE

| | | | | | |
|---|---|---|---|---|---|
| LUMP SUM | 500.0000 | 100.000 | 500.00 | 500.00 | |
| LUMP SUM | 10000.0000 | 100.000 | 10000.00 | 10000.00 | |
| CU YD | 10.0000 | 40.830 | 408.30 | 408.30 | |
| CU YD | 35.0000 | 121.500 | 4252.50 | 4252.50 | |
| TON | 70.0000 | 189.290 | 13250.30 | 13250.30 | |
| LIN FT | 15.0000 | 150.000 | 2250.00 | 2250.00 | |
| LIN FT | 28.0000 | 100.000 | 2800.00 | 2800.00 | |
| EACH | 300.0000 | 4.000 | 1200.00 | 1200.00 | |
| EACH | 90.0000 | 4.000 | 360.00 | 360.00 | |
| LUMP SUM | 2000.0000 | 100.000 | 2000.00 | 2000.00 | |
| CU YD | 5.0000 | 60.000 | 300.00 | 300.00 | |
| LUMP SUM | 5000.0000 | 100.000 | 5000.00 | 5000.00 | |
| LIN FT | 17.5000 | 246.000 | 4305.00 | 6912.50 | 2607.50- |
| LIN FT | .5000 | 300.000 | 150.00 | 123.00 | 27.00 |
| LUMP SUM | 10000.0000 | 100.000 | 10000.00 | 10000.00 | |
| LUMP SUM | 2500.0000 | 100.000 | 2500.00 | 2500.00 | |
| EACH | 5500.0000 | 8.000 | 44000.00 | 44000.00 | |
| LIN FT | 40.0000 | 162.000 | 6480.00 | 6480.00 | |
| SQ YD | 20.0000 | 258.840 | 5176.80 | 5176.80 | |
| | | | | | |
| LIN FT | 32.0000 | 75.000 | 2400.00 | 2400.00 | |
| EACH | 50.0000 | 12.000 | 600.00 | 600.00 | |
| LUMP SUM | 645.0000 | 100.000 | 645.00 | 645.00 | |

| "P" Construction Cost | "N" Construction Cost | Total Cost |
|---|---|---|
| $115,577.90 | $3,000 00 | $118,577.90 |

**POSTING TAG**

JX/plh/3-29-85 PTI (N-11)

| AGT |
|---|
| 02 |

| TRANS CODE | BI | CURRENT DOC. NO. | DOC. SUF. | DOC. DATE | VENDOR NO. | VEN. SUF. | EXPEND. ACCT. | SUBJOB | SPEC. D | ORG. UNIT |
|---|---|---|---|---|---|---|---|---|---|---|
| 643 | 87 | C10105 | 00 | 052187 | 000961615 | 00 | C10105 | 011 | | 8033 |

| OBJECT DETAIL | DUE DATE | REVENUE SOURCE | AGY. SRC. | ACTIVITY | REFERENCE DOC NO. | REF. SUF. | MOD | INVOICE NO. |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |

| QUANTITY | AMOUNT | REV | CHECK NO. | SUBSIDIARY ACCT. |
|---|---|---|---|---|
| | 855.00 | R | | |

| REFERENCE CODE | NSA CODE | GL | RPI |
|---|---|---|---|
| | | | |

VENDOR NAME

ADDRESS-1

ADDRESS-2

ADDRESS-3

| CITY | STATE | ZIP CODE |
|---|---|---|
| | | |

| PROGRAM | APPN. SYMBOL | FUND CODE | FUND DET | FNI SRC | COH TR | CNTY CODE | AGREEMENT NO. | AGR. SUF. |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |

EF ± 21 M.

Cont 10105 Est #4 final BRS-314(1)

Transfer retainage to reduce costs - per final est #4

RMW 5/21/87

**POSTING TAG**

JX/pIN/3-29-85 PTI (N-11)

| AGT |
|---|
| 02 |

| TRANS CODE | BI | CURRENT DOC. NO. | DOC. SUF. | DOC. DATE | VENDOR NO. | VEN. SUF. | EXPEND. ACCT. | SUBJOB | SPEC. D | ORG. UNIT |
|---|---|---|---|---|---|---|---|---|---|---|
| 650 | 87 | C10105 | 00 | 052187 | 0000961615 | 00 | C10105 | 011 | | 8033 |

| OBJECT DETAIL | DUE DATE | REVENUE SOURCE | AGY. SRC. | ACTIVITY | REFERENCE DOC NO. | REF. SUF. | MOD | INVOICE NO. |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |

| QUANTITY | AMOUNT | REV | CHECK NO. | SUBSIDIARY ACCT. |
|---|---|---|---|---|
| | 855.00 | R | | C10105 |

| REFERENCE CODE | MSA CODE | GL | RPI |
|---|---|---|---|
| | | | |

| VENDOR NAME |
|---|
| |

| ADDRESS-1 |
|---|
| |

| ADDRESS-2 |
|---|
| |

| ADDRESS-3 |
|---|
| |

| CITY | STATE | ZIP CODE |
|---|---|---|
| | | |

| PROGRAM | APPN. SYMBOL | FUND CODE | FUND DET | FNI SRC | CON TR | CNTY CODE | AGREEMENT NO. | AGR. SUF. |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |

Cont 10105 Est #4 Final - BRS- 314(1)

Costs reduced per final quantities -
this is to transfer retainage held
to reduce expenditures

LMW 5/21/87

```
                      JOB COST SUMMARY RUN ON  01-13-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 01/08/88

                                          CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----         -------       ----------
C10105    000             136        0500                                      6.36
OBJ-DETAIL 136                                                                 6.36

C10105    000             146        8033                                    101.64
OBJ-DETAIL 146                                                               101.64

C10105    000             501        7200                                     17.00
OBJ-DETAIL 501                                                                17.00

C10105    000             504        0100                                     20.91
OBJ-DETAIL 504                                                                20.91

C10105    000             550        8215                                     14.00
OBJ-DETAIL 550                                                                14.00

C10105    000             555        0521                                     14.49
OBJ-DETAIL 555                                                                14.49

ACTIVITY                                                                     174.40 SUBTOTAL

C10105    000    010      001        0813                                    123.75
C10105    000    010      001        0821                                    146.96
OBJ-DETAIL 001                                                               270.71

C10105    000    010      030        0813                                     53.03
OBJ-DETAIL 030                                                                53.03

ACTIVITY    010                                                              323.74 SUBTOTAL

C10105    000    900      001        3015                                     40.22
C10105    000    900      001        4000                                    311.54
C10105    000    900      001        4061                                    134.73
C10105    000    900      001        8033                                  9,573.81
OBJ-DETAIL 001                                                            10,060.30

C10105    000    900      030        4061
C10105    000    900      030        8033                                  1,086.49
OBJ-DETAIL 030                                                             1,086.49

C10105    000    900      134        8033                                    131.67
OBJ-DETAIL 134                                                               131.67

C10105    000    900      550        4061                                     12.00
C10105    000    900      550        8033                                     85.30

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
                              JOB COST SUMMARY RUN ON  01-13-88
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 01/08/88

                                           CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----         -------       ----------
OBJ-DETAIL 550                                                              97.30

C10105    000    900      598        0523                               -10,060.30
OBJ-DETAIL 598                                                          -10,060.30

ACTIVITY   900                                                            1,315.46 SUBTOTAL

C10105    000    901      001        7331                                   124.33
C10105    000    901      001        7440                                    99.46
OBJ-DETAIL 001                                                              223.79

C10105    000    901      504        7363                                     7.11
C10105    000    901      504        7400                                     5.00
C10105    000    901      504        8033                                     6.60
OBJ-DETAIL 504                                                               18.71

ACTIVITY   901                                                              242.50 SUBTOTAL

C10105    000    903      001        7440                                   149.20
OBJ-DETAIL 001                                                              149.20

ACTIVITY   903                                                              149.20 SUBTOTAL

C10105    000    920      001        0600                                    18.53
C10105    000    920      001        0631                                    38.94
OBJ-DETAIL 001                                                               57.47

ACTIVITY   920                                                               57.47 SUBTOTAL

C10105    000    940      001        8213                                   874.76
C10105    000    940      001        8221                                    49.58
OBJ-DETAIL 001                                                              924.34

C10105    000    940      030        8213                                    18.86
OBJ-DETAIL 030                                                               18.86

C10105    000    940      548        8213                                    24.75
OBJ-DETAIL 548                                                               24.75

C10105    000    940      550        8200                                     6.00
C10105    000    940      550        8213                                    87.60
OBJ-DETAIL 550                                                               93.60

C10105    000    940      551        4061                                    68.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
                     JOB COST SUMMARY RUN ON  01-13-88
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 01/08/88

                                             CREW    MSA
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          CURRENT        BALANCE TO
--        ------ -------- ---------- ------ -----           MONTH            DATE
C10105    000    940      551        8020                  -------        ----------
C10105    000    940      551        8033                                     405.00
C10105    000    940      551        8200                                   1,091.00
C10105    000    940      551        8211                                      78.00
C10105    000    940      551        8213                                     106.00
C10105    000    940      551        8215                                     482.00
OBJ-DETAIL 551                                                                213.00
                                                                            2,443.00
C10105    000    940      598        0523
OBJ-DETAIL 598                                                             -2,443.00
                                                                           -2,443.00
ACTIVITY   940
                                                                            1,061.55 SUBTOTAL
SUB-JOB    000 SUBTOTAL
                                                                            3,324.32
C10105    010             199        8033
OBJ-DETAIL 199                                                                  1.91
                                                                                1.91
C10105    010             300        8033
OBJ-DETAIL 300                                                              2,850.10
                                                                            2,850.10
ACTIVITY
                                                                            2,852.01 SUBTOTAL
SUB-JOB    010 SUBTOTAL
                                                                            2,852.01
C10105    011             199        8033
OBJ-DETAIL 199                                                                 23.85
                                                                               23.85
C10105    011             300        8033
OBJ-DETAIL 300                                                             35,494.70
                                                                           35,494.70
C10105    011             598        8033
OBJ-DETAIL 598

ACTIVITY
                                                                           35,518.55 SUBTOTAL
SUB-JOB    011 SUBTOTAL
                                                                           35,518.55
C10105    090             300        8033
OBJ-DETAIL 300                                                             80,083.20
                                                                           80,083.20
C10105    090             598        8033
OBJ-DETAIL 598


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
                         JOB COST SUMMARY RUN ON  01-13-88
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 01/08/88
                                              CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
ACTIVITY                                                                   80,083.20 SUBTOTAL

C10105    090     900      598        0523                                 10,060.30
OBJ-DETAIL 598                                                             10,060.30

ACTIVITY   900                                                             10,060.30 SUBTOTAL

C10105    090     940      598        0523                                  2,443.00
OBJ-DETAIL 598                                                              2,443.00

ACTIVITY   940                                                              2,443.00 SUBTOTAL

SUB-JOB    090 SUBTOTAL                                                    92,586.50

EA         C10105 TOTAL                                                   134,281.38


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10,105

12-4-87

```
PAGE      1

                JOB COST SUMMARY RUN ON  12-09-87
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 12/04/87

                                     CREW        CURRENT       BALANCE TO
EA         ACTIVITY OBJ-DETAIL NUMBER        MONTH           DATE
--         -------- ---------- ------        -------        ----------
C10105               136        0500                              6.36 — Acc /
C10105               146        8033                            101.64 — crew
C10105               199        8033                             25.76 — crew
C10105               300        8033                        118,577.90 — crew
C10105               501        7200                             17.00 — Spec's
C10105               504        0100                             20.91 — crew
C10105               550        8215                             14.00 — Acc /
C10105               555        0521                             14.49 — crew
C10105               598        8033
ACTIVITY
                                                                   118,778.06 SUBTOTAL

C10105    010        001        0813                            123.75 — Const /
C10105    010        001        0821                            146.96
C10105    010        030        0813                             53.03
ACTIVITY    010                                                       Const
                                                                       323.74 SUBTOTAL

C10105    900        001        3015                             40.22 — Region
C10105    900        001        4000                            311.54 } Region
C10105    900        001        4061                            134.73 }
C10105    900        001        8033                          9,573.81 — crew
C10105    900        030        4061                                       /
C10105    900        030        8033                          1,086.49 } crew
C10105    900        134        8033                            131.67 }
C10105    900        550        4061                             12.00 — Region
C10105    900        550        8033                             85.30 — crew
ACTIVITY    900
                                                                    11,375.76 SUBTOTAL

C10105    901        001        7331                            124.33 }
C10105    901        001        7440                             99.46 } Road Design
C10105    901        504        7363                              7.11 }
C10105    901        504        7400                              5.00 }
C10105    901        504        8033                              6.60 — crew
ACTIVITY    901
                                                                       242.50 SUBTOTAL

C10105    903        001        7440                            149.20
ACTIVITY    903
                                                                       149.20 SUBTOTAL

C10105    920        001        0600                             18.53
C10105    920        001        0631                             38.94
ACTIVITY    920
                                                                        57.47 SUBTOTAL

C10105    940        001        8213                            874.76
C10105    940        001        8221                             49.58
C10105    940        030        8213                             18.86

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                JOB COST SUMMARY RUN ON  12-09-87
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                   PAYROLL CHARGES ARE LOADED
                 CHARGES ARE CURRENT TO 12/04/87

                                 CREW       CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER       MONTH         DATE
--       -------- ---------- ------      -------      ----------
C10105   940      548        8213                          24.75
C10105   940      550        8200                           6.00
C10105   940      550        8213                          87.60
C10105   940      551        4061                          68.00
C10105   940      551        8020                         405.00
C10105   940      551        8033                       1,091.00
C10105   940      551        8200                          78.00
C10105   940      551        8211                         106.00
C10105   940      551        8213                         482.00
C10105   940      551        8215                         213.00
ACTIVITY   940                                                       3,504.55 SUBTOTAL

EA         C10105 TOTAL                                             134,431.28


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10105

**STATE COPY**

U.S. Department of Transportation
**Federal Highway Administration**

# FINAL ACCEPTANCE REPORT

Contract #10105

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Klamath | DIVISION<br>Oregon |
| DATE OF REPORT<br>07-29-87 | REPORT MADE BY<br>C. O. Fredrickson, Construction Engineer | | PROJECT NO.<br>BRS_B314(1) |
| COMPLETION DATE (Actual)<br>11-01-85 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>03-28-86 | TIME ELAPSED<br>91 % | CONTRACT TIME<br>90 CD |

LOCATION
N. Fork Sprague River Bridge Section of the Camp Six Road about 11 miles northeast of Beatty.

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~ (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Guard rail construction.

   B. Construction of Bridge No. 16799 over N. Fork Sprague River.
   Length: 70 ft. Roadway width: 32 ft.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Hamilton Construction Co.

3. Contract Amount: $118,577.90

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

S

RECEIVED
STATE HWY ENGR
AUG 10 '87
REFER TO
Fredrickson
FOR

lg
8/11

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Thomas P. Lowe | | SIGNATURE<br>John T. Price | |
| TITLE<br>Area Engineer | DATE<br>8/8/87 | TITLE<br>District Engineer | DATE<br>8/7/87 |

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

5-7-87

Mike —

We invoiced for 3465.94
less 3,000 advance.

Add'l costs & credits processed since
invoice preparation
resulting in slight increase
in County share.

Anne

B0188273

Nor[redacted] Fork Sprague River [redacted]ridge

Klamath County -PE 5-7-87

CON BRS B314(1)

Bridge Design Assistance provided to County for North Fork Sprague River Bridge

Costs for May 1985 through June 1986

| | | | County Share |
|---|---|---|---|
| Labor | 2943 02 | | |
| Free Bridge Design | | 180 60 | 2762 42 |
| Blue Print | | | |
| Free Bridge Design | 360 15 | | |
| | | 93 35 | 266 80 |
| Data Processing | 38 22 | | 38 22 |
| ODOT Word Processing | 159 00 | | |
| Free Bridge Design | | 99 50 | 59 50 |
| Office Supplies | 344 10 | | 344 10 |
| Printing | 569 50 | | -0- |
| Free Bridge Design | | 569 50 | |
| Total Costs | 4413 99 | | |
| Total Free Bridge | | 942 95 | |
| Total County Share | | | 3471 04 |

© WILSON JONES COMPANY G7206 GREEN 7206 BUFF MADE IN U.S.A.

Oregon Department of Transportation
HIGHWAY DIVISION

# HIGHWAY DIVISION INVOICE

| | | | |
|---|---|---|---|
| | | AGENCY<br>02 | CURRENT DOCUMENT NUMBER<br>143567 |
| YOUR ORDER NUMBER | BILLING REQ. NUMBER<br>CA 5087 | DATE<br>5-27-86 | VENDOR NUMBER<br>0000620152-00 |

Klamath County
334 Main St.
Klamath Falls, OR 97601

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

| T.C. | E.A. SUB JOB | SPECD | ORG. UNIT | OBJ DTL | ACT. | REVENUE SOURCE | AGY. SRC. | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 617 | B0188273-000 | L01 | 0521 | | | 844010 | 80 | $ 465.94 |
| PROG | APP SYM | FUND CODE | | FUND DETAIL | | FUND SOURCE | | |
| | | | | | | | | |

DESCRIPTION:
Bridge design assistance provided to county for North Fork Sprague River Bridge. Proejct Closed July 9, 1985. BRS-B314(1)

| | | | TOTAL PRICE |
|---|---|---|---|
| Labor | $2,943.02 | | |
| Less free Bridge Design | -180.60 | $2,762.42 | |
| Data Processing | | 45.84 | |
| Office Supplies | | 344.10 | |
| Reproductions & Printing | $569.50 | | |
| Less Free Bridge | -569.50 | -0- | |
| Word Processing | $159.00 | | |
| Less Free Bridge | -99.50 | 59.50 | |
| Blueprints | $347.43 | | |
| Less Free Bridge | -93.35 | 254.08 | |
| GL 1140 | | TOTAL AMOUNT DUE | $3,465.94 |
| | | Less advance deposit | 3,000.00 |
| | | | $ 465.94 |

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

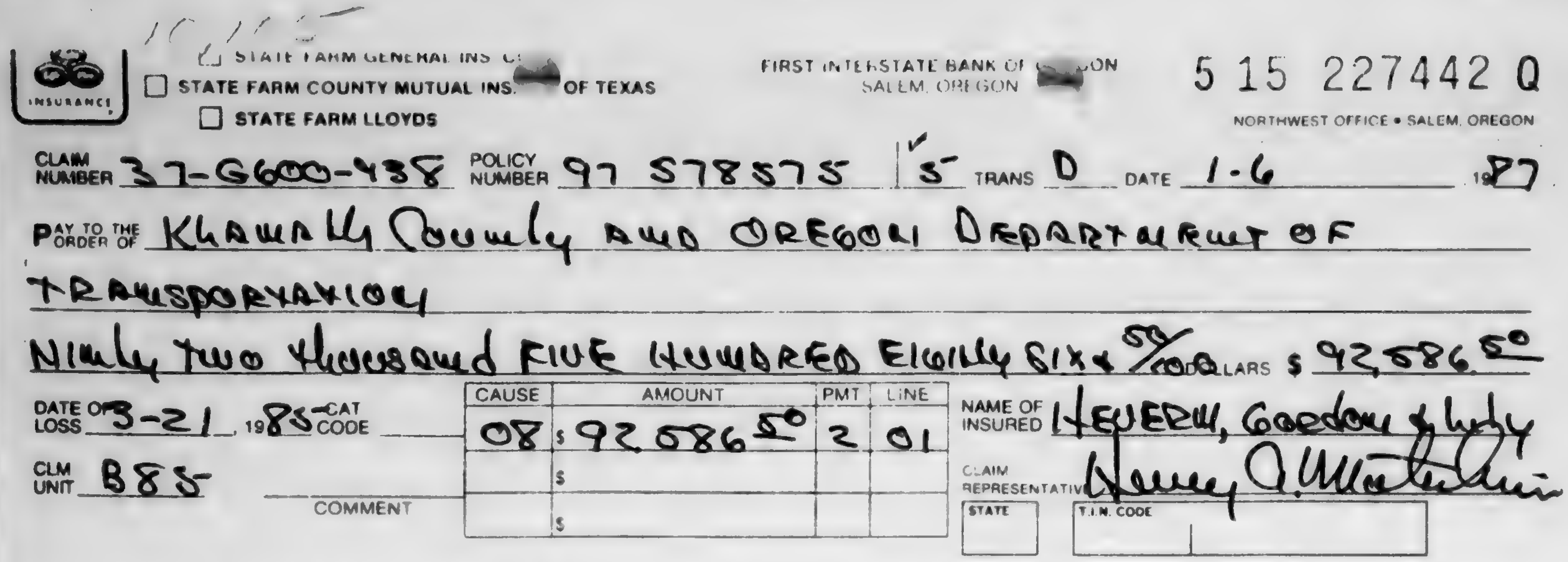
734-1150 (3-86)

paid prior to 12-01-86

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____

MAY 8 1987

Refer To ____________
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____



10/15

☐ STATE FARM GENERAL INS C[redacted]
☐ STATE FARM COUNTY MUTUAL INS.[redacted] OF TEXAS
☐ STATE FARM LLOYDS

FIRST INTERSTATE BANK OF [redacted]ON
SALEM, OREGON

5 15 227442 Q

NORTHWEST OFFICE • SALEM, OREGON

CLAIM NUMBER 37-G600-438 POLICY NUMBER 97 S78575 5 TRANS D DATE 1-6 1987

PAY TO THE ORDER OF Klamath County and Oregon Department of Transportation

Ninety two thousand Five Hundred Eighty Six & 50/100 DOLLARS $ 92,586.50

DATE OF LOSS 3-21, 1985 CAT CODE

CLM UNIT B85

COMMENT

| CAUSE | AMOUNT | PMT | LINE |
|---|---|---|---|
| 08 | $ 92,586.50 | 2 | 01 |
|  | $ |  |  |
|  | $ |  |  |

NAME OF INSURED Heuerm, Gordon & [illegible]

CLAIM REPRESENTATIVE

STATE

T.I.N. CODE

⑈1559227442⑈ ⑆123000123⑆002 067011 1⑈

Local Project Unit
Transportation Building
Salem, OR 97310

RE: N. FORK SPRAGUE RIVER
CAMP SIX ROAD BRIDGE
PROJECT #BRS-B314 (1)

Attention: Mike Schultz

Dear Mike:

Enclosed is State Farm Insurance Company check #5 15 227442 Q in the amount of $92,586.50 which is the full settlement for the Camp Six Road Bridge. I requested that the insurance company issue the check jointly to Klamath County and the State Highway Department so that both agencies will have to execute the check.

Klamath County entered into an Agreement (#8468) for the reconstruction of the Camp Six Road Bridge. This Agreement stipulated that Klamath County reimburse the State 80% of any insurance monies received.

Since the State performed all the work and has performed all of the accounting making this deposit will assist you in compiling the final cost breakdown for each of the agencies.

Please supply me with a detailed itemization of the final accounting from the monies Klamath County deposited in the State Treasurers Investment Pool and the check from State Farm Insurance. This information will then close my file on the Camp Six Road Bridge.

Very truly yours,

Earl E Kessler

Earl E. Kessler
Director of Public Works

EEK:ml
Enclosure (Check #5 15 227442 Q)

PROGRAM SECTION
MANAGER
FA UNIT

10,105

July 7, 1986

CON 5 - #10,105

Hansen & Rowland
P.O. Box 1633
Tacoma, WA 98401

On April 9, 1986, we wrote to you concerning release of final payment on Contract No. 10,105 awarded to Hamilton Construction Co. (Oregon) for work on the North Fork Sprague River Bridge on Camp Six Road in Klamath County.

The total contract amount is $118,577.90. No work was performed under force account.

George Bell
Assistant Director

cc: Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
700 NE Multnomah
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,105

STATE OF OREGON

**INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#10105

TO: Robert Gormsen
Manager, Commission Services

DATE: March 28, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10105, On Site Work Substantially Completed 11-1-85

All Work Completed 3-24-86

Project N. Fork Sprague River Bridge

Highway Camp Six Road (County Road)

County Klamath

Type of Work Structure

Contractor Hamilton Construction Co.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-9-86 - Surety letter written.

noted
RW Gormsen

RECEIVED
APR 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1C.105

N

**STATE COPY**

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>1-132 | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Klamath |
| MODIFICATION NUMBER<br>1 | 1-27-86 | Project Number<br>BRS-B314(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 3, 19 85 is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 128,987.00 | $ 138,403.00 |
| Federal funds | $ 103,189.00 | $ 110,722.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of [illegible], 19 [illegible]

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Larry A Potter

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 22, 1986

FEDERAL AID PROJECT NO. BRS-B314(1)

N. FORK SPRAGUE RIVER BRIDGE SECTION
COUNTY ROAD
KLAMATH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BR. #16799 (STA. 10+73)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Aggregate Base | $ 35.00 | 60 | $ 2,100.00 | 121 | $ 4,235.00 |
| Class C Asphalt Concrete | 70.00 | 125 | 8,750.00 | 189 | 13,230.00 |
| Metal Rail with Tubing | 40.00 | 138 | 5,520.00 | 162 | 6,480.00 |
| | | | $16,370.00 | | $23,945.00 |

| | |
|---|---|
| Increase | $ 7,575.00 |
| Subtotal from estimate of Aug. 21, 1985 | 113,645.00 |
| Subtotal | $ 121,220.00 |
| Engineering | 17,183.00 |
| Total | $ 138,403.00 |

| | |
|---|---|
| Length of Structure | 0.013 mi. |
| Federal Funds | $ 110,722.00 |
| State Funds | 13,840.50 |
| County Funds | 13,840.50 |
| Total | $ 138,403.00 |

Note: Total cost and federal funds to be credited appropriate share of insurance claim payment.

Group 011: 100% Group 010: 0%
Contract No. 10,105
Prefix: C18-8273 PE.
Prefix: C10105
Appn Code: 118
RLC:bkb

10105 N

# STATE COPY

| TO BE COMPLETED BY FHWA | U.S. Department of Transportation<br>Federal Highway Administration | STATE |
|---|---|---|
| 9-19 | FEDERAL-AID PROJECT AGREEMENT<br>9-3-85 | Oregon<br>COUNTY<br>Klamath<br>PROJECT NO.<br>BRS-3314(1) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. North Fork Sprague River Bridge

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-28-85 | 0.013 |

OTHER *(Specify)*

FUNDS PRO RATA 80%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 128,987.00 | $ 103,189.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~By~~ For: E.S. Hunter, P.E.

Acting State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator SEP 3 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 21, 1985

Federal Aid Project No. BRS-B314(1)

N. Fork Sprague River Bridge Section
County Road
Klamath County

## PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Br. #16799 (Sta. 10+73)

| | | | | |
|---|---|---|---|---|
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | $ 500.00 |
| Mobilization | Lump Sum | All | Lump Sum | 10,000.00 |
| Embankment in Place | Cu. Yd. | 100 | 10.00 | 1,000.00 |
| Aggregate Base | Cu. Yd. | 60 | 35.00 | 2,100.00 |
| Class "C" Asphalt Concrete | Ton | 125 | 70.00 | 8,750.00 |
| Guardrail, Type 2A | Lin. Ft. | 150 | 15.00 | 2,250.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | 28.00 | 2,800.00 |
| Guardrail Anchors, Type 1 | Each | 4 | 300.00 | 1,200.00 |
| Rail End Pieces, Type C | Each | 4 | 90.00 | 360.00 |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 2,000.00 |
| Structural Excavation | Cu. Yd. | 85 | 5.00 | 425.00 |
| Furnish Pile Driving Equipment | Lump Sum | All | Lump Sum | 5,000.00 |
| Furnish Steel Pipe Piling | Lin. Ft. | 400 | 17.50 | 7,000.00 |
| Drive Steel Pipe Piles | Lin. Ft. | 400 | 0.50 | 200.00 |
| Structural Concrete, Class 3300 | Lump Sum | All | Lump Sum | 10,000.00 |
| Reinforcement | Lump Sum | All | Lump Sum | 2,500.00 |
| 4'x70'/75' Prestressed Slabs | Each | 8 | 5,500.00 | 44,000.00 |
| Metal Rail with Tubing | Lin. Ft. | 138 | 40.00 | 5,520.00 |
| Membrane Waterproofing | Sq. Yd. | 252 | 20.00 | 5,040.00 |
| | | | | $ 110,645.00 |

**Anticipated Items**

| | | |
|---|---|---|
| Roadside Seeding, Mulching & Fertilizing | All Required | $ 1,000.00 |
| Extra Work to Remove Embankment Material | All Required | 2,000.00 |
| | | $ 3,000.00 |

| | |
|---|---|
| Subtotal | $ 113,645.00 |
| Engineering | 15,342.00 |
| Total | $ 128,987.00 |

| | |
|---|---|
| Length of Structure | 0.013 mi. |

| | |
|---|---|
| Federal Funds (80%) | $ 103,189.00 |
| State Funds | 12,899.00 |
| County Funds | 12,899.00 |
| Total | $ 128,987.00 |

Group 011 = 100% Group 010 = 0%

Contract No. 10,105

prefix: C18-8273 P.E.

Prefix: C10105

Appn Code: 118

Note: Total Cost and Federal Funds to be credited appropriate share of insurance claim payment.

CPL:bkb

10 . 1.5 cc OSHD Rulien **STATE COPY** N

U.S. Department of Transportation
Federal Highway Administration

## INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Klamath | DIVISION<br>Oregon |

IN COMPANY WITH R. Steyskal, Project Manager, S. MacNab, Region 4 Operations Engineer (OSHD)
E. Kessler, Director of Public Works, Klamath County

| | | |
|---|---|---|
| DATE OF INSPECTION<br>11-13-85 | INSPECTION MADE BY<br>David B. Carter, Area Engineer<br>Original Signed by<br>D. B. Carter<br>Area Engr. | PROJECT NO.<br>BRS-B314(1) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>91 % | WORK COMPLETED<br>100 % |

RECEIVED
STATE HWY ENGR
DEC 3 '85
REFER TO
Fredrickson
FOR

NOTED
W. E. SCHWARTZ

Cy
12/5

### N. FORK SPRAGUE RIVER ROAD BRIDGE SECTION
### CAMP SIX ROAD (COUNTY ROAD)
### Structure

This project provided for the replacement of an existing bridge. The bridge construction was accomplished by contract while the county placed the detour.

The project is now complete and acceptance is recommended. The new bridge was opened to traffic on October 31, 1985.

The county constructed a single lane detour to handle traffic around the bridge site while the new bridge was under construction. Traffic was directed through the detour by means of signing. The detour worked very well under the given traffic and site distance conditions. Consideration should be given to single lane detours and similar traffic control on other projects where traffic is low and favorable sight conditions are available.

The damage to the old structure which caused the bridge to be replaced at this time was caused by a fire which was started on nearby land. The county will recover some of the project costs through the receipt of an insurance settlement. A Supplemental Agreement (No. 8468) is on file which provides for the project to be reimbursed at the 80% pro rata rate with any insurance money which may be received by the county.

The project was awarded to Hamilton Construction Company (Oregon) of Springfield, Oregon 97477 on July 31, 1985 in the amount of $110,645.00. The final cost of the project will underrun the project authorization by approximately two percent.

########

Form **FHWA-1446A**
**(Rev. 2-84)**

*U.S. GPO: 1985-466-568

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION<br>N. FORK SPRAGUE RIVER BRIDGE | WEEK ENDING<br>11/02/85 | SECTION PREFIX<br>C10105 |
| HIGHWAY<br>CAMP SIX ROAD | COUNTY<br>KLAMATH | |
| NAME OF JOB<br>N. FORK SPRAGUE RIVER BR. | KIND OF WORK<br>STRUCTURE | |
| CONTRACTOR<br>HAMILTON CONSTRUCTION CO. | CONTRACT NUMBER<br>C10105 | FEDERAL AID PROJECT NUMBER<br>BRS-B314(1) |
| DATE OF CONTRACT<br>JULY 31, 1985 | DATE WORK STARTED | ESTIMATED COMPLETION DATE |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 10 SUPERVISION 2 | SPECIFIED WORK DAYS 90<br>SPECIFIED CALENDAR DAYS | WORK DAYS USED 82<br>CALENDAR DAYS USED |
| PROJECT AUTHORIZATION. $ 128,987.08 | SPECIFIED COMPLETION DATE<br>NOVEMBER 9, 1985 | PERCENT OF TIME ELAPSED 91 |
| EXCLUSIVE OF ENGINEERING $ 118,759.03 | ENGINEERING AUTHORIZATION $ 10,228.05 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 121,105.10 | ENGINEERING COST TO DATE $ 8,500.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED PERCENT OVERRUN / UNDERRUN 2 % | PERCENT OF AUTHORIZATION 83 % | DATE PROJECT WAS COMPLETED:<br>OCTOBER 31, 1985 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 100 | 60 | | | 125 |
| TOTAL QUANTITIES CORRECTED TO DATE | 41 | 122 | | | 189 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 41 | 122 | | | 189 |
| AVERAGE DAILY QUANTITIES | 0 | 122 | | | 95 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | | 0 |
| NUMBER OF SHIFTS PER DAY | 0 | 1 | | | 1 |
| HOURS PER SHIFT | 0 | 8 | | | 8 |

EQUIPMENT USED DURING THE WEEK:

1-BACKHOE, 1-PAVER, 2-ROLLERS, 1-LOADER, 1-TACK TRUCK,
1-POWER BROOM, 5-TRUCKS

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 16799 | | | | | | | |
| PERCENT | 87 | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 27 | | 1 | | |
| MONDAY 28 | | 1 | | |
| TUESDAY 29 | | 1 | | |
| WEDNESDAY 30 | | 1 | | |
| THURSDAY 31 | | 1 | | |
| FRIDAY 1 | | 0 | | |
| SATURDAY 2 | | 0 | | |

RECEIVED
NOV 05 1985
CONSTRUCTION SECTION
CE.... CAE.... LS.... TC....
COE.... OM.... SA.... CC....
OE.... FE.... CP....
CA.... PQC....
CAM.... QCS....
EEO.... FILE....

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 27 | NO WORK |
| MONDAY 28 | INSTALLING GUARD RAIL.<br>POURED JOINT SEALER IN DECK. |
| TUESDAY 29 | GRADING SUBGRADE.<br>PLACING AGGREGATE BASE. |
| WEDNESDAY 30 | FINISHED PLACING AGGREGATE BASE.<br>PLACED CL."C" A.C. LEVELING ON BRIDGE DECK AND INSTALLED MEMBRANE WATER PROOFING. PAVING ROADWAY WITH CL"C" A.C. |
| THURSDAY 31 | COMPLETED PAVING.<br>BRIDGE OPEND TO TRAFFIC. |
| FRIDAY 1 | GENERAL CLEAN UP. |
| SATURDAY 2 | NO WORK |

## REMARKS

COMPLETED INSTALLING GUARD RAIL.

PLACED CL."C" LEVELING AND INSTALLED MEMBRANE WATERPROOFING ON DECK.

PAVED PROJECT WITH CL."C" A.C.

BRIDGE OPENED TO TRAFFIC 5:30 P.M. 10/31/85

SIGNED ______ LOCATION Klamath Falls
Richard J. Steyskal, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

11, 155

CON 19-1
Sprague
R.

October 10, 1985

Klamath County Board of Commissioners
Courthouse
Klamath Falls, OR 97601

AGR

MISC. CONTRACTS and
AGREEMENTS No. 346

Attached for your files is a fully executed copy of a supplemental agreement specifying the distribution of the replacement insurance money on the North Fork Sprague River (Camp Six Road Bridge) project.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

rw

Attachment

bc: Gary Potter W/Agree.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Gerald Wimer
Construction Operations Engineer

DATE: September 27, 1985

FROM: Richard Kuehn
Final Design Engineer

SUBJECT: N. Fork Sprague River Bridge
Camp Six Road (County Road)
Klamath County
Contract No. C10105, PA #1

The attached Price Agreement No. 1 for the subject project to reimburse the contractor for the installation of concrete barrier, safety markers and barrcades on the constructed detour has been reviewed. These pay items appear to be reasonable expenses to be reimbursed and are consistent with the requirements for proper temporary protection and direction of traffic on a constructed detour. This price agreement would also delete the use of four Type III barricades and allow use of only two.

The original intent and agreement with the County for this project was that Klamath County would provide all temporary protection and direction of traffic and would build the detour.

An inquiry on what temporary protection and direction of traffic would be required for a one-lane, stop sign controlled detour was received by Andy Anderson from John Stuckey on July 31, 1985. On or about August 5, 1985, John was advised by Andy that present policy would not allow the use of a one-lane detour controlled by stop signs. If the detour was to be constructed, it would have to be either two-lane, two-way or one-lane with signals. The County elected to build the detour to provide one lane under stop sign control.

The MUTCD does not provide for the use of stop sign control on a one-lane detour and FHWA has previously disapproved the use of stop sign control. Stop signs do not provide the positive right-of-way assignment required for safe traffic operation on one-way detours and should not be allowed on any project over which the State has any jurisdiction. In the event of an accident during the use of stop sign control, the State could incur a liability exposure which would be difficult to defend.

RECEIVED
OCT 1 1985
ROAD DESIGN SECTION

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Based on this review and history of events, it is felt that reimbursement to the contractor is reasonable for the work and materials the County did not provide but the contractor did. It is our recommendation that the County should assume responsibility for this cost and should also provide flagging to provide necessary traffic control consistent with State policy for one-way detours.

RAK:KD:ja

Attachment

cc L. E. George
A. Anderson

.P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# PRICE AGREEMENT

## APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>N. Fork Sprague River Bridge | | CONTRACT NO.<br>C10105 |
| HIGHWAY<br>Camp Six Road (County Rd.) | COUNTY<br>Klamath | PREFIX<br>EA C10105 |
| CONTRACTOR'S NAME AND ADDRESS<br>Hamilton Construction Co.<br>P.O. Box 659<br>Springfield, OR 97477 | | F. A. PROJECT NO.<br>BRS-B314(1)<br>PRICE AGREEMENT NO.<br>1 |

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

To furnish and install 75 Lin. Ft. of Temporary Concrete Barrier, 37½ Lin. Ft. at each end of structure. Also, to furnish and place 12 Temporary Plastic Safety Markers, 6 on each side of sturcture along the edge of Detour Travel Lane.

A No Cost specification change in Section III, Special Provisions.

| PAY ITEM NO. | ITEM DESCRIPTION | EST. QUANTITY | UNIT | AGREED UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 3001A | Furnish & install Temporary Concrete Barrier Reflectorized | 75 | Lin. Ft. | $32.00 | $2,400.00 |
| 3001B | Furnish & install Temporary Plastic Safety Markers | 12 | Each | $50.00 | $600.00 |
| 3001C | Change Type III Barricade | No Change | No Change | None | None |

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE $ $3,000.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

The work and material will comply with "Standard Specifications for Highway Construction, 1984". The Concrete Barriers will be pin & loop type. The Barrier will be installed as per attached Detour Plan* prior to any work beginning and will remain in place until structure is completed.

*marked "Attachment A". JB

(Continue on Page 2)

o.k.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: CONTRACTOR DATE 9/16/85

SUBMITTED BY PROJECT MANAGER DATE 9-17-85

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE 9-19-85

NOTED OR APPROVED BY CONSTRUCTION DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

732

734-1169 (REV. 1-83)

REFLECTORS WELL BE BRACKET, EPOXY OR DOUBLE FACED BUTYL TAPE, MOUNTED ON TOP OF THE BARRIER ON 12.5 FOOT CENTERS. REFLECTOR SHALL CONFORM TO SUBSECTION 761.18 OF THE STANDARD SPECIFICATIONS.

THE PLASTIC SAFETY MARKERS WILL CONFORM WITH THE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION 1984", SECTION 111.11 PARAGRAPH (I) PLASTIC SAFETY MARKERS.

DELETE "FOUR 8'0" B(III) LR BARRICADES" IN FIRST PARAGRAPH PAGE 9 OF SPECIAL PROVISIONS AND CHANGE IT TO READ AS FOLLOWS:

"THE CONTRACTOR SHALL PLACE 2 - 8'0" B(III) L AND 2 - 8'0" B(III) R BARRIERS ACROSS THE ROADWAY (TWO AT EACH END OF THE BRIDGE)."

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# WORK OR CHANGE ORDER SUPPORTING DATA

| | | | | |
|---|---|---|---|---|
| PROJECT NAME (SECTION)<br>N. Fork Sprague River Bridge | | | | CONTRACT NO.<br>C10105 |
| HIGHWAY<br>Camp Six Road (County Rd.) | | COUNTY<br>Klamath | | PREFIX<br>EA C10105 |
| NET EFFECT OF ORDER ON PROJECT<br>INCREASE ~~DECREASE~~ $ 3,000.00 | PROJECT AUTHORIZATION<br>$ 128,987.08 | EST. PROJECT COST WITH ORDER<br>$ 131,987.08 | OVERRUN<br>2.3% | F.A. PROJECT NO.<br>BRS-B314(1) |
| ESTIMATED STARTING DATE* OR | DATE WORK WAS STARTED*<br>9-9-85 | WORK OR CHANGE IS SUBSTANTIAL? ☒ YES ☐ NO | | TO ACCOMPANY (ORDER TYPE AND NUMBER)<br>P.A. #1 |

| | | | | | |
|---|---|---|---|---|---|
| SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) | DATE<br>9-17-85 | FOR<br>☒ REVIEW<br>☒ APPROVAL | SUBMITTED TO CONSTRUCTION BY REGION (SIGN)<br>S H Macnab | DATE<br>9-19-85 | FOR<br>☒ REVIEW<br>☐ APPROVAL |

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

| | | | |
|---|---|---|---|
| Steve Macnab | BY | Richard J. Steyskal | DATE 8-30-85 |
| John Holcomb | BY | Richard J. Steyskal | DATE 8-30-85 |
| | BY | | DATE |
| | BY | | |

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

| | | | |
|---|---|---|---|
| Steve Macnab | BY | Richard J. Steyskal | DATE 9-4-85 |
| | BY | | DATE |
| | BY | | |

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—

| | | | |
|---|---|---|---|
| Dave Carter & Dick Arnold | BY | Richard J. Steyskal | DATE 9-5-85 |

FHWA TENTATIVE APPROVAL OBTAINED FROM—

| | | | |
|---|---|---|---|
| Dave Carter & Dick Arnold | BY | Richard J. Steyskal | DATE 9-5-85 |

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☐ NOT APPROPRIATE
"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section):

| | | | |
|---|---|---|---|
| Ken Karnosh | BY | Richard J. Steyskal | DATE 9-4-85 |

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

The County was to construct sign and maintain the Detour. They completed the requirements except they have no temporary concrete barriers or plastic safety markers. There are not any available in the Klamath Falls area to use or rent so the Constractor was asked to provide.

Also change specification on Type III Baricade so they will fit needs of Detour.

Barriers shipped from Springfield - o.k.

Price on barrels consistent w/ bids.

KDK

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1882 (REV. 10-82)

Submit Original to Construction Section

10,105

August 13, 1985

CON 5
#10,105

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR   97477

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,105 for a structure on the North Fork Sprague River Bridge Section of Camp Six Road in Klamath County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Hansen and Rowland
P. O. Box 1633
1019 Pacific Avenue
Tacoma, WA   98401

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Richard Steyskal

**HAMILTON CONSTRUCTION CO.**
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

July 29, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

RE: North Fork Sprague River

In compliance with Paragraph 5 of the Supplemental Required Contract Provisions, we offer the following documentation of our utilization of DBE/MBE/WBE firms.

**DBE Requirement 5%**

| | |
|---|---|
| Bid Item 20 Membrane Waterproofing - Including Leveling Course and Tack Coat | TPT Services - $5600 = 5%<br>250 SW Tualatin Lp Rd.<br>West Linn, Ore. 97068 |

Our utilization meets the required goals. We request your approval of our documentation.

Jack Hamilton
JACK HAMILTON
EEO MBE/WBE Officer

RECEIVED
JUL 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

#55

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

July 30, 985

Mr. Earl Kessler
Director of Public Works
Veterans Memorial Bldg.
334 Main Street
Klamath Falls, OR 97601

Subject: N. Fk. Sprague River (Camp Six Rd.) Bridge
Project No. BRS-B314(1)
Klamath County

Dear Mr. Kessler:

On July 25, 1985 the Highway Division received a satisfactory bid from Hamilton Construction Company, P.O. Box 659, Springfield, Oregon 97477, on the subject project.

This project is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8468 and our Local Government Agreement, the county is requested to deposit the balance of their share of the remaining construction cost as computed below:

| | |
|---|---|
| Contractor's Bid | $110,645.00 |
| Anticipated Items | 3,000.00 |
| Subtotal | $113,645.00 |
| Contingencies (4-1/2%) | 5,114.02 |
| Engineering (9%) | 10,228.05 |
| Total Construction Cost | $128,987.07 |
| Less Federal Funds (80%) | (103,189.66) |
| Less 1/2 Balance State Share | (12,898.71) |
| Est. County's Share of P.E. Cost | 3,000.00 |
| Less County's Advance Deposits Construction (65%) | (10,000.00) |
| County's Remaining Balance Due | $ 5,898.70 |
| COUNTY'S ADVANCE DEPOSIT ROUNDED | $ 5,900.00 |

| | |
|---|---|
| F03735-01 | $5800.00 |
| " 02 | 100.00 |

Agcy 02
Fund Cd 002
" Det 01
" Src 0

Form 734-3122

We will award the contract when we receive Commission approval and DBE/WBE goals are met. Please submit your supplemental deposit of $5,900 by August 16, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,
ORIGINAL SIGNED BY
W. H. WAKERLIG

for Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bcc: w/AD #85-88 - John Hagedorn, Region 4
Vern Skoog - Please return completed AD #85-88 when advance deposit is received.

RECEIVED
JUL 31 1985
HIGHWAY ACCOUNTING

July 24, 1985

Klamath County Board of Commissioners
Courthouse
316 Main Street
Klamath Falls, OR 97601

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No. 34168

Attention: Evelyn Biehn
County Clerk

Attached for your files is a fully executed copy of an agreement for construction of the North Fork Sprague River (Camp Six Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

10,105

Con 19-1
Sprague Riv.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

July 10, 1985

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
North Fork Sprague River
(Camp Six Road) Bridge #356222
Camp Six Road
Klamath County
BRS-B314(1)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. This project was previously classified under the Statewide Categorical Exclusion. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
July 25, 1985

CMG:gu

Attachments (4)

CONCUR:
7/23/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

cc:
J. B. Boyd (3)
D. O. Christensen(
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Uni
Dick Singer
Ron Noble
General Files
Dale Allen
John Hagedorn
Rolland VanCleave
Don Thurston
Don Keyes (2)

Form 734-3122

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION
North Fork Sprague River (Camp Six Road) Bridge #356222

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

A temporary easement for a temporary detour during removal and reconstruction of the bridge will be acquired through donation by the County. Approximately 0.5 acre is involved.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Consistent; no impact.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on volumes or flow; safety should be enhanced due to improved guardrail protection and a more stable bridge.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Minor disturbance of the river during construction.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None apparent.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

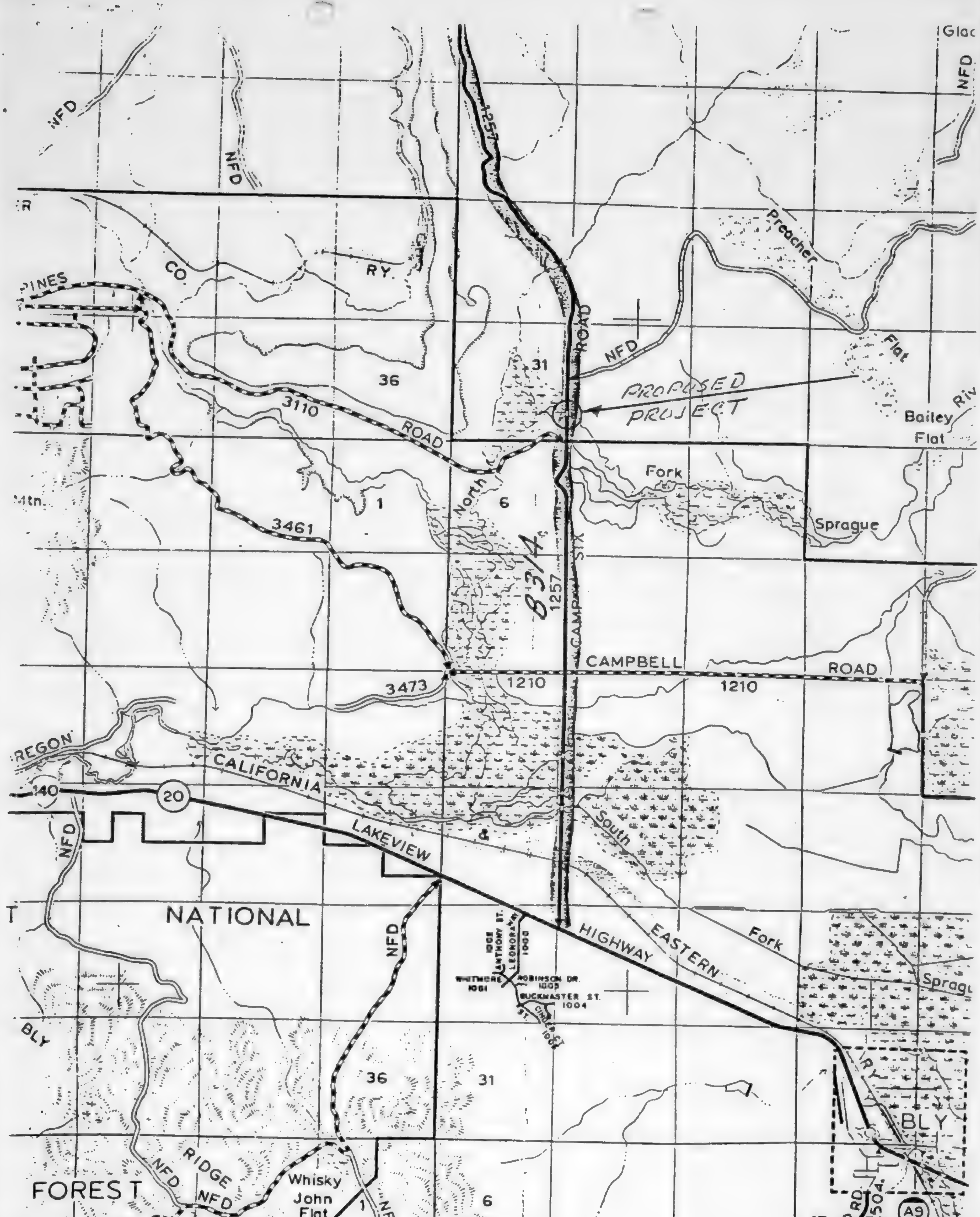
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a simple bridge replacement, in place, with minor impact potential.

OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X John Hagedorn | 388-6185 | |

734-1913 (7-82)


Glac
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1257
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36
3110
ROAD
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Mtn.
North
1
6
Sprague
3461
1257
CAMP
SIX
CAMPBELL
ROAD
3473
1210
1210
REGON
CALIFORNIA
140
20
LAKEVIEW
&
South
NFD
NATIONAL
NFD
ANTHONY ST.
1002
LEONORA
1000
WHITMORE
1001
ROBINSON DR.
1003
BUCKMASTER ST.
1004
ST.
CINDER
1001
HIGHWAY
EASTERN
Fork
Sprague
BLY
36
31
RY.
BLY
RIDGE
NFD
NFD
Whisky
John
Flat
1
NFD
6
FOREST
FRRD
504
A9

PROPOSED PROJECT

83/4

July 9, 1985

Mr. Earl Kessler
Director of Public Works
Veterans Memorial Building
334 Main Street
Klamath Falls, OR 97601

Subject: N. Fork Sprague River (Camp Six Rd.) Bridge
Project No. BRS-B314(1)
Klamath County

On July 25, 1985 a bid will be taken by the Highway Division on the subject project. This project is a Highway Bridge Replacement (HBR) Project and as per Agreement No. 8468 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

| | |
|---|---|
| Estimated Total Construction Cost | $147,000.00 |
| Less Federal Funds (80%) | (117,600.00) |
| Less State Share 1/2 Balance | (14,700.00) |
| County's Share | $ 14,700.00 |
| 65% County's Share & Advance Deposit | $ 10,000.00 |

We will award the contract when we receive your advance deposit in the amount of $10,000 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Acc 4910

Gary A. Potter, Manager
Program Section

LBIP
Received
7-18-85
MKS

MKS:me
Attachment
bcc w/AD #85-82: John Hagedorn, Region 4
Vern Skoog-Please return completed AD #85-82 when advance deposit is received.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILES

DATE: June 28, 1985

FROM: Charles Middleton
Hydraulics Specialist
Charles L Middleton

SUBJECT: N. Fork Sprague River Bridge
Camp Six Road
Klamath County

RECEIVED
JUL 2 1985
ROAD DESIGN SECTION

RDE
LS
CY SE
FPC
PDE
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Copy All
Return To
B/U / /

The existing timber bridge was accidentally burned on March 20, 1985. The severely charred structure still carries trafffic but is posted with a 10-ton load limit.

## HYDROLOGY

The North Fork of the Sprague River drains approximately 83.7 square miles above the bridge site. There are no gages on this stream, designated by the USGS as being in Part 11 of eastern Oregon. The data from two gages, also in Part 11, were compared to determine the peak discharges with corresponding recurrence intervals at the bridge site. Gage No. 11497800 monitors 2.46 square miles of the Currier Creek basin which neighbors the North Fork of the Sprague River. Gage No. 11501000 is on the Sprague River, downstream of the bridge site, and represents a drainage area of 1,580 square miles. A Log-Log plot of the discharge versus the drainage area was analyzed for the respective 2-year and 100-year floods of both gages. This yielded a discharge for the 83.7 square mile drainage area at the bridge site of 390 cfs for a 2-year flood and 2,850 cfs for a 100-year flood. These values were then applied to a logarithmic-proability chart to obtain the following recurrence intervals for peak discharges at the Camp Six Road Bridge.

| Frequency | Flow |
|---|---|
| 10-year | 1150 cfs |
| 25-year | 1720 cfs |
| 50-year | 2230 cfs |
| 100-year | 2850 cfs |

The flood of December, 1964 was assumed to be a 100-year event. Stream gage data for the Sprague River basin during the 1964 flood justifies this assumption. The observed high water at that time was at Elevation 101.0 (assumed datum). This high water elevation was observed by Harry Obenchain, a local resident of the area for the past 78 years (all his life). This was the only time he could recall water overtopping the road. The channel slope was calculated to correlate that observation with the 100-year flood of 2,850 cfs. This yielded an almost flat slope of 0.000354 feet per foot.

The North Fork of the Sprague River has a wide flood plain which carries an integral amount of water during a major event. In 1964, nearly 3,000 feet of roadway was submerged with no apparent backwater effect from the approaches or the bridge. This absence of backwater during a 100-year flood is a result of the low stream velocity produced by the gentle slope of the channel.

## HYDRAULIC DESIGN

Klamath County has requested a similar structure to replace the existing bridge.

The present crossing is skewed approximately 20 degrees to a line perpendicular to the stream flow. The normal waterway opening is 443 square feet below the existing bottom of beams at Elevation 98.7 feet. A beam wetting event of 1160 cfs occurs at an average frequency of 10 years.

The profile grade of the north approach dips to Elevation 99.9 feet approximately 500 feet from the bridge. A 19-year flood of 1546 will pass beneath the existing bridge under pressure flow, but during such an event the partly submerged span will generate 0.2 feet of backwater and overtop the low spot in the approach. A 100-year flood will completely submerge the bridge.

The existing bridge is below present design standards for county roads. It will not remain dry during a 25-year flood. To comply, the bridge needs to be raised 1.5 feet. Unaltered approaches, however, would still be inundated at the same frequency. During a 100-year flood, the bridge span would be partly submerged.

| | Frequency | Discharge | Normal Waterway Opening | Normal Area | Design Stage | Back-water | Upstream Stage |
|---|---|---|---|---|---|---|---|
| Existing Bridge | 25 | 1720 | 64.7 | 443 | 100.0 | 0.3 | 100.3 |
| " " | 100 | 2850 | * | * | 101.0 | 0.0 | 101.0 |
| Raised 1.5 Ft. | 25 | 1720 | 64.7 | 540 | 100.0 | 0.1 | 100.1 |
| " " " | 100 | 1850 | * | * | 101.0 | 0.0 | 101.0 |

* Overtopped approaches.

## RIPRAP

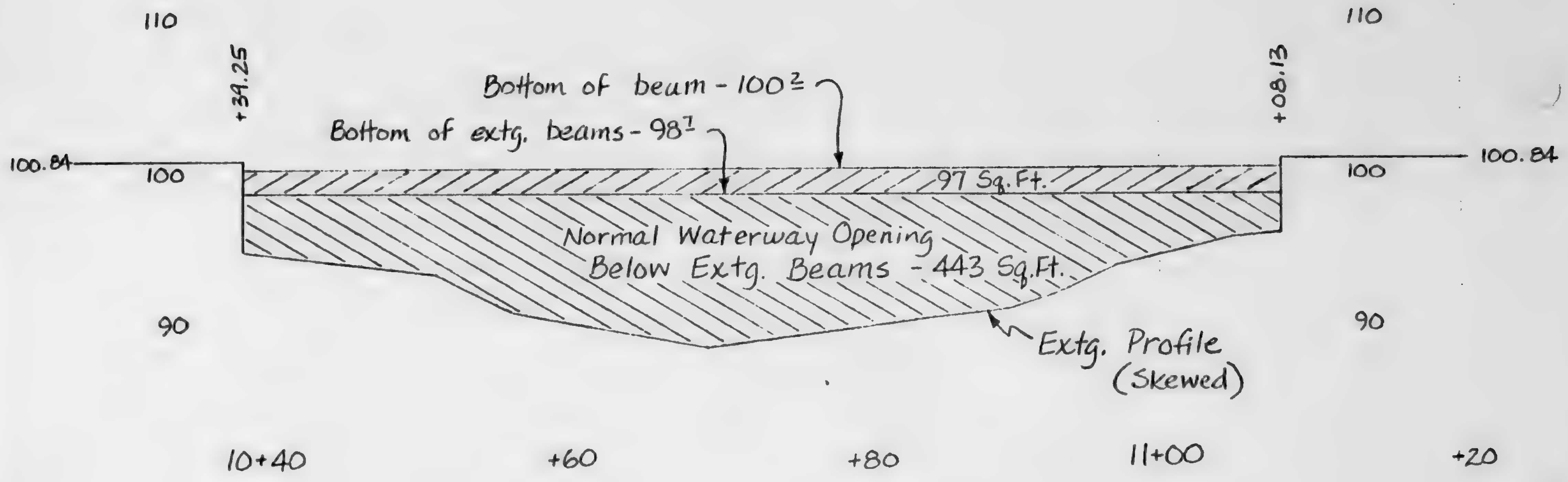
Stream velocities are minimized due to the extensive flood plain. The highest average velocity occurs under pressure flow conditions just prior to an approach overflow, with a discharge of 1546 cfs. If the new structure is placed at a similar grade as the existing bridge, an approach topping event will force water beneath the structure with an average velocity of 3.5± fps. This is the highest average velocity expected. Once flow over any approach is established, resistance decreases, resulting in a corresponding reduction in both backwater upstream from the bridge and differential head across the embankment. In turn, reduction in backwater causes flow under the bridge to decrease.

Due to the low stream velocities and the flat slopes near proposed abutment sites, the placing of riprap will not be necessary on this project.

CM:ja

Attachment

cc Bob Pool w/attach.
Walt Hart "
Dale Allen "
Herb Schell "
Rick Kuehn "
Gary Potter "
Glen Thommen "
Cam Gilmour "


110
110
+39.25
+08.13
Bottom of beam - 100$^{2}$
Bottom of extg. beams - 98$^{7}$
100.84
100
97 Sq. Ft.
100
100.84
Normal Waterway Opening
Below Extg. Beams - 443 Sq. Ft.
90
90
Extg. Profile
(Skewed)
10+40
+60
+80
11+00
+20

N. Fork Sprague R. Br.
Camp Six Road
Klamath County

5-28-85 CM

# HYDRAULIC DATA

| | | DESIGN FLOOD | BASE FLOOD | Design Standard for County Road | MAXIMUM FLOOD YEAR (12-64 ) |
|---|---|---|---|---|---|
| Discharge | cfs | 1546 | 2850 | 1720 | 2850 |
| | $m^3/s$ | | | | |
| Frequency —yrs. | | 19 | 100 | 25 | 100 |
| H.W. Elevation | ft. | 99.7 | 101.0 | 100.0 | 101.0 |
| Natural Channel | m. | | | | |
| Backwater Elevation | ft. | 99.9 | 101.0 | 100.3 | 101.0 |
| | m. | | | | |
| Average Velocity | fps | 3.5± | 2.9± | 3.5± | 2.9± |
| | mps | | | | |
| Headwater Elevation | ft. | | | | |
| | m. | | | | |
| Tailwater Elevation | ft. | | | | |
| | m. | | | | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Replace existing bridge with new structure of same length at similar grade. The design flood would top the north road approach and wet the bridge beams. The bridge and its approaches are submerged during a 100-year flood.

## OREGON DEPT. OF TRANSPORTATION
## HYDRAULICS UNIT

North Fork Sprague River Bridge
Camp Six Road
Klamath County

COMPILED BY: Charles Middleton
Hydraulic Specialist

DATE: July 1, 1985

# HYDRAULIC DATA

| | | DESIGN FLOOD | BASE FLOOD | Design Standard for County Road | MAXIMUM FLOOD YEAR (12-64) |
|---|---|---|---|---|---|
| Discharge | cfs | 1546 | 2850 | 1720 | 2850 |
| | $m^3/s$ | | | | |
| Frequency —yrs. | | 19 | 100 | 25 | 100 |
| H.W. Elevation | ft. | 99.7 | 101.0 | 100.0 | 101.0 |
| Natural Channel | m. | | | | |
| Backwater Elevation | ft. | 99.9 | 101.0 | 100.1 | 101.0 |
| | m. | | | | |
| Average Velocity | fps | 3.5± | 2.9± | 3.3± | 2.9± |
| | mps | | | | |
| Headwater Elevation | ft. | | | | |
| | m. | | | | |
| Tailwater Elevation | ft. | | | | |
| | m. | | | | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bottom of beam raised to 100.2 (above 25-year flood of 100.1). A 19-year flood would top the north approach. The 100-year flood would overflow the approaches and wet the bridge beams.

## OREGON DEPT. OF TRANSPORTATION
### HYDRAULICS UNIT

North Fork Sprague River Bridge
Camp Six Road
Klamath County

COMPILED BY:
Charles Middleton
Hydraulic Specialist

DATE:
July 1, 1985

jc 10/105

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B314(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50246

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to 7/5

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO Potter
FOR

| Info | Inves | R/D | U/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

7. DATE AUTHORIZATION EFFECTIVE June 28, 1985

8. FEDERAL ROUTE NUMBER Secondary B314

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: North Fork Sprague River Br #35C22125700400

11. GENERAL DESCRIPTION OF WORK: Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-27-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $175,000; Federal Funds $140,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-28-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is conditioned to reimbursement of Federal Funds based on the appropriate share of insurance claim payment.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6-28-85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-Of-Way Section 6-27-85

15/105

Subject: Federal Aid Project No.
Project Name CAMP SIX ROAD BRIDGE — CAMP SIX ROAD
KLAMATH COUNTY

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls Oregon, this 27th day of June, 1985

County of Klamath

Certified By:

Regional Right-of-Way Supervisor
Date 7-3-85

Carroll Zon Bubert
County Judge/Chairman

Jim Rogers
Commissioner

Out of Office Today.
Commissioner

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Section N. Fork Sprague River Br. Programming Estimate $

Highway Camp Six Road (County Road) Project Length 0.04 miles

County Klamath Completion Time 90 calendar days

Kind of Work Structure Est. Comp. Date November 17, 1985

Pref S018-8273-921 Letting Date July 25, 1985 Project No. BRS-B314 (1)

6-27-85
4:00 P.M.
D.B.

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount . . . . | | $ 126,646.00 |
| Anticipated Additional Items: | | |
| Royalty Payment. . . . . . . . . . . . . . . . . . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . . . . . . . . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . . . . . . . . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . . . . . . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . . . . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . . . . . . . . . . . . . | | |
| Permanent Pavement Striping. . . . . . . . . . . . . . . | | |
| Temporary Pavement Striping. . . . . . . . . . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | |
| Temporary Erosion Control . . . . . . . . . . . . . . . . | | |
| State Furnished | | |
| Roadside Seeding & Mulching & Fertilizing . | 1000.00 | $ 3000.00 |
| Asphalt Cement Adjustment . . . . . . . . . . . . . . . | | |
| On the Job Trainees ($0.80 x ____ hrs.) . . . . | | |
| State Responsibility for Damages . . . . . . . . . . | | |
| Signal Controller Testing . . . . . . . . . . . . . . . . | | |
| "OPTICOM" Testing . . . . . . . . . . . . . . . . . . . . | | |
| Bikeway Signs . . . . . . . . . . . . . . . . . . . . . . . . | | |
| Bikeway Striping & Legend . . . . . . . . . . . . . . . | | |
| Extra Work to Remove Embankment Material . . . . . . . . . . | 2000.00 | |
| Adjust Utilities: | | |
| Subtotal | | $ 129,646.00 |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | | 5834.07 |
| Engineering (8, 9, 10%) . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | | 11,668.14 |
| Subtotal | | $ |
| Credit for ____ . . . . . . . . . | | |
| Estimated Net Authorization, Construction . . . . . . . . . . . . . . . . | | $ 147,148.21 |

APPROVED

Road Design Engineer

Rev. 11/81

# SUMMARY--BID SCHEDULE--COST ESTIMATE

## OREGON STATE HIGHWAY DIVISION

| | | | |
|---|---|---|---|
| SECTION<br>N. Fork Sprague River Br. | | COUNTY<br>Klamath | SHEET 1 OF 1 |
| KIND OF WORK<br>Structure | KEY NUMBER | LENGTH<br>0.04 Miles | DATE<br>6-14 |
| | | | NAME<br>Vincent |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | | | | | | |
| | Mobilization | | Lump Sum | All | — | 12,000$^{00}$ |
| | | | | | | |
| | | | | | | |
| | ROADWORK | | | | | |
| | Embankment in Place | | Cu. Yd. | 100 | 20$^{00}$ | 2000$^{00}$ |
| | Aggregate Base | | Cu. Yd. | 60 | 30$^{00}$ | 1800$^{00}$ |
| | Guard Rail, Type 2A | | Lin. Ft. | 150 | 20$^{00}$ | 3000$^{00}$ |
| | Guard Rail, Type 3 | | Lin. Ft. | 100 | 32$^{00}$ | 3200$^{00}$ |
| | Guard Rail Anchors, Type 1 | | Each | 4 | 400$^{00}$ | 1600$^{00}$ |
| | Rail End Pieces, Type C | | Each | 4 | 100$^{00}$ | 400$^{00}$ |
| | STRUCTURES | | | | | |
| | | | | | | |
| | Bridge No. 16799 | | | | | |
| | Bridge Removal work | | Lump Sum | All | — | 11,050$^{00}$ |
| | Structural Excavation | | Cu. Yd. | 85 | 12$^{00}$ | 1020$^{00}$ |
| | Furnish Pile Driving Equipment | | Lump Sum | All | — | 10,000$^{00}$ |
| | Furnish Steel Shell Piling | | Lin. Ft | 400 | 17$^{50}$ | 7000$^{00}$ |
| | Drive Steel Shell Piles | | Lin. Ft. | 400 | 4$^{00}$ | 1600$^{00}$ |
| | Structural Concrete, Class 3300 | | Lump Sum | All | — | 10,075$^{00}$ |
| | Reinforcement | | Lump Sum | All | — | 2775$^{00}$ |
| | 4'x70'/75' Prestressed Slabs | | Each | 8 | 6400$^{00}$ | 51,200$^{00}$ |
| | metal Rail With Tubing | | Lin. Ft. | 138 | 41$^{00}$ | 5658$^{00}$ |
| - | Membrane Waterproofing | | Sq. Yd. | 252 | 9$^{00}$ | 2268$^{00}$ |

734-1736 (REV. 2-84)

$ [illegible]$^{00}$

10,105

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: June 24, 1985

Michael K Shultz

FROM: Mike K. Shultz
Rural Program Coordinator
Program Section

SUBJECT: N. Fork Sprague River (Camp Six Road) Bridge No. 35C222
Klamath County
HBR On-System Funding

The subject project was approved by H. S. Coulter June 20, 1985 in the Highway Bridge Replacement Program through 1989. The subject project is shown as a 1986 On-Systems Local Project.

The County will provide the required easement. Preliminary and construction engineering will be provided by the State. The State will provide a bridge design, plans and specifications at no cost to the County under ORS 366.155(K). Attached are the Project Prospectus forms for distribution.

MKS:me
Attachment
cc: Hank Wakerlig - Please add to PCS.
Don Trout - Please program with FHWA.
R. C. Pool
J. B. Boyd
Don Aman
George Strawn
Cam Gilmour
Cost & Records Spec (Location)
L. E. George, w/attach.
W. J. Hart, w/attach.
Ron Noble, w/attach.
R. Trygstad, w/attach.
Don Adams, w/attach.
Steve Macnab, w/attach.
D. D. Allen, Region 4
John Hagedorn, Region 4

CNG #8468
Em
6/24/85

81-125-1387

10,105

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 24, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50246
Project No. BRS-B314(1)
N. Fork Sprague River Bridge Sec. #35C [illegible]
County Road [illegible] Rd.
Klamath County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 25, 1985.

DRH:bkb
Attachments
cc: Dale D. Allen, Region 4
Michael Shultz, w/attach
General Files

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

June 24, 1985

## FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ECT LOCATION (45 typewriter spaces)<br>Rd., Approx. 9.5 mi. NE of Beatty | ADT | PRESENT<br>50 DHV<br>350 | FUTURE<br>---- | YEAR<br>---- | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>118 | ITEM NO.<br>50246 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>BRS- | NUMBER<br>B314 | SEQ. NO.<br>(1) |

1 Projects Only: POST MI. | DESIG.

e Replacement (65% On-System)

COUNTY NAME: Klamath — CODE: 035

ROUTE NO.: S — FEDERAL-AID: B314 UC — STATE: Co. Rd. — U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☐ 2

| ORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS (County) | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | | | | | | |
| OW | | | | | | | | |
| ONST<br>ODE)<br>980 | (09) | "N. Fork Sprague River Bridge Sec." | 0.013 | 175,000 | 140,000 | | 35,000 | ROW-60' normal;<br>Access Control-none;<br>Parking Restrictions-none. |
| DRH | | PROJECT TOTALS | 0.013 | 175,000 | 140,000 | | 35,000 | |

OVAL DATES

7

REMARKS

-over

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

June 24, 1985

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21<br>Co. Rd., Approx. 9.5 mi. NE of Beatty 65 | ADT | PRESENT<br>50 DHV<br>350 | FUTURE (66)<br>---- (70) | YEAR (71)<br>---- (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28<br>One Bridge 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14<br>BRS- 28 | NUMBER 7<br>B314 |

| | | | |
|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Bridge Replacement (65% On-System) | COUNTY NAME<br>Klamath | CODE<br>035 (14) |
| | NAME OF URBAN AREA<br>17-31 | ROUTE NO. S | FEDERAL-AID<br>B314 UC (32) |  STATE<br>Co. Rd. (36) | U.S. (37)<br>---- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK<br>CLASS | <br>TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST | <br>FEDERAL FUNDS (80%) | <br>STATE FUNDS | <br>OTHER FUNDS (County) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST<br>(CODE)<br>X080 | (09) | "N. Fork Sprague River Bridge Sec." | 0.013 | 175,000 | 140,000 | | 35,000 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>DRH | PROJECT TOTALS | 0.013 | 175,000 | 140,000 | | 35,000 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (31) | REMARKS | |

Key #02957

-ove

## N. Fork Sprague River Bridge Sec.

Existing Facility: County Road FAS B314;

Roadway --- Bituminous surfaced roadway providing two 12 ft. travel lanes with 4 ft. paved shoulders.

Structure - 32 ft. wide, length 70 ft., wooden structure.

Adjacent Section: See "Roadway of Existing Facility" above.

Project Data: Work under this project consists of: 1) construct one reinforced concrete slab span bridge (No. 16799) length 70 ft., roadway width 31 ft. 4 in.; 2) remove existing structure; 3) install guardrail as directed; 4) approaches to be completed by others; 5) adjust utilities as required; and 6) incidentals common to this type of project.

Right-of-Way: None required.

System Action, Airports, Railroads, Water Developments, Recreational and Historical Areas: None involved.

23 CFR Requirements: Statewide categorical exclusion concurred in by FHWA on February 25, 1980.

FHPM 7-7-5 Requirements:

1) Public Hearings --- None required under Oregon Action Plan.
2) Location/Design --- Not a factor in the development of this project.

Note:
1) This project is in Congressional District No. 2.
2) Added to the 6 Yr. HIP by delegated authority on June 20, 1985.
3) This structure is on the new Highway Bridge Replacement Projects list with a sufficiency rating of 36.2.

10,105

VICTOR ATIYEH
GOVERNOR

*Department of Fish and Wildlife*
REGION 3—CENTRAL OREGON

6-21-85

John R. Marks
Department of Transportation
Highway Division
Road Design Section
Salem, OR 97310

Re: DES 16; North Fork Sprague River Bridge

Thanks for the opportunity to comment on this job. I have the following suggestions for your consideration to protect fish resources.

-- no operation of equipment in the stream between November 1 and June 15.

-- minimize turbidity and sedimentation.

-- if concrete is to be poured in place, extreme caution should be taken to prevent fresh cement from entering the stream.

Please give me a call if you have questions, 883-5732.

Sincerely,

John Fortune

John Fortune
District Fish Biologist
Klamath District

cc. Beidler

RDE
cy FDE
2 cy LE
cy SE
1 FPC
PDE
LFE
OTE
cy Environ
cy Bridge

RECEIVED

JUN 24 1985

ROAD DESIGN
SECTION

BPO
FDS
CA
Copy All
Return To
B/U ..../..../....

10,105

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

June 18, 1985

In Reply Refer to
File No.: DES 16

Brent Forsberg
Waterway Permit Coordinator
Environmental Management Section
Dept. of Fish & Wildlife
506 SW Mill Street
Portland, OR 97201

RE: North Fork Sprague River (Camp Six Rd.)
Bridge Section
Klamath County

Enclosed is a set of plans for the North Fork Sprague River (Camp Six Rd.) Bridge which will replace an existing bridge. There is less than 50 cubic yards of excavation required to construct the pile caps at each end of the bridge. Therefore, the Highway Division has not made a permit application to the Division of State Lands.

We would appreciate your review of these plans and provision of any conditions you find appropriate.

Please call John Marks (Phone 378-6558) if you have any questions.

Duane O. Christensen
Road Design Engineer

By

John R. Marks
Final Project Coordinator

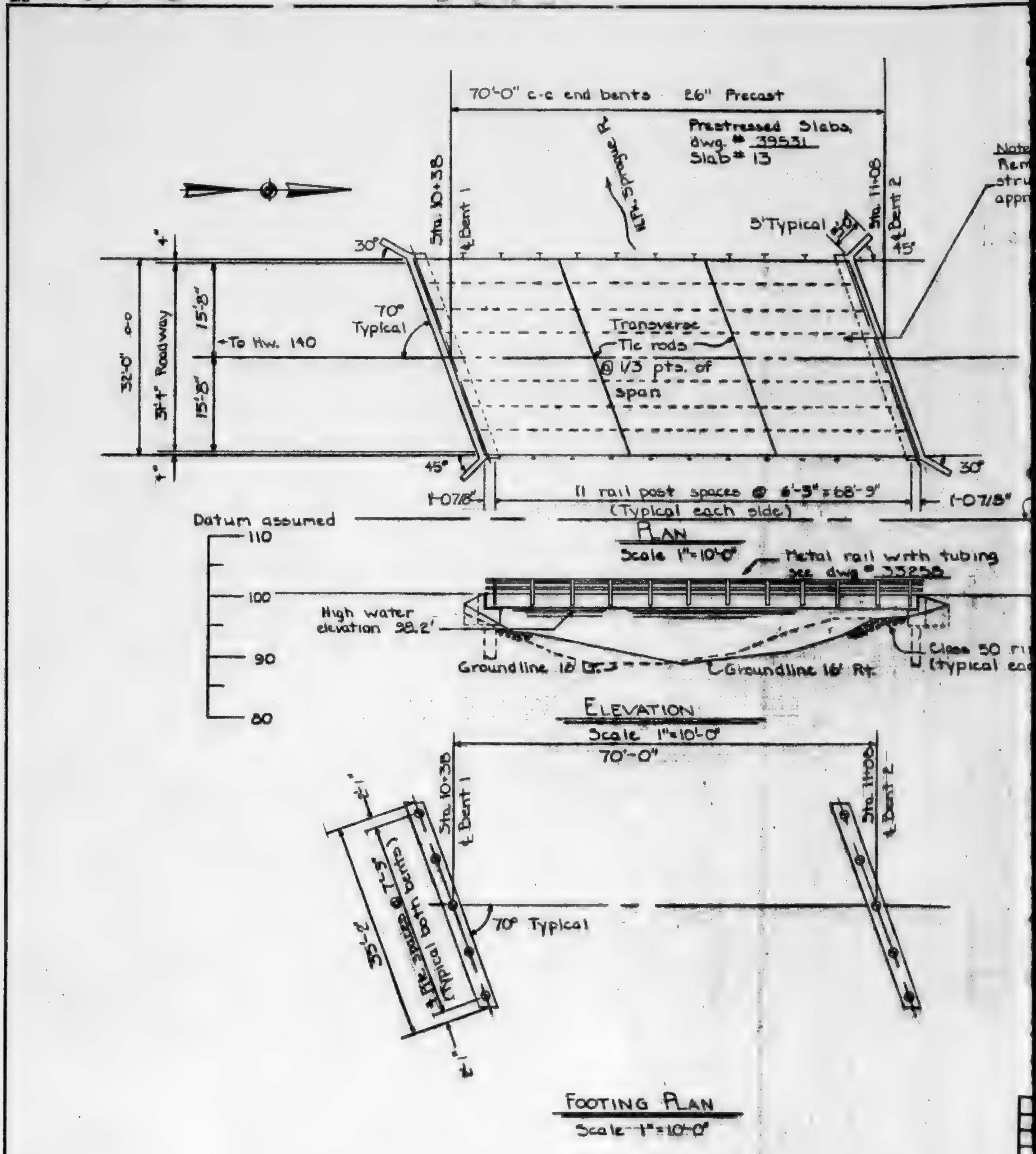
JRM:as

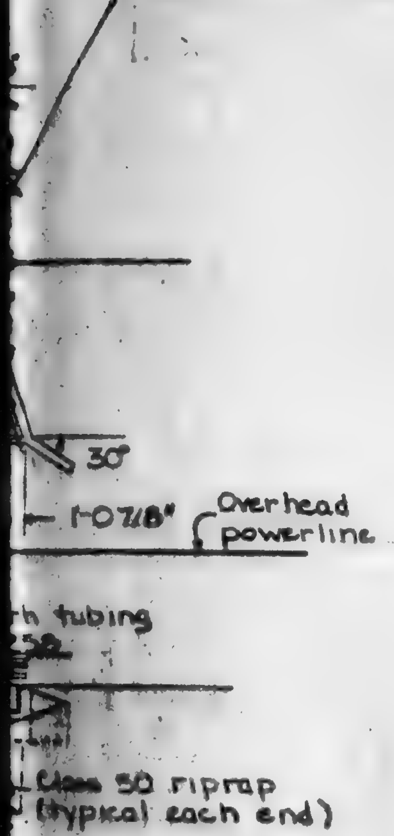
Enclosure

cc: John Fortune, District Biologist ODFW, w/att
4343 Miller Island Rd., Klamath Falls 97603

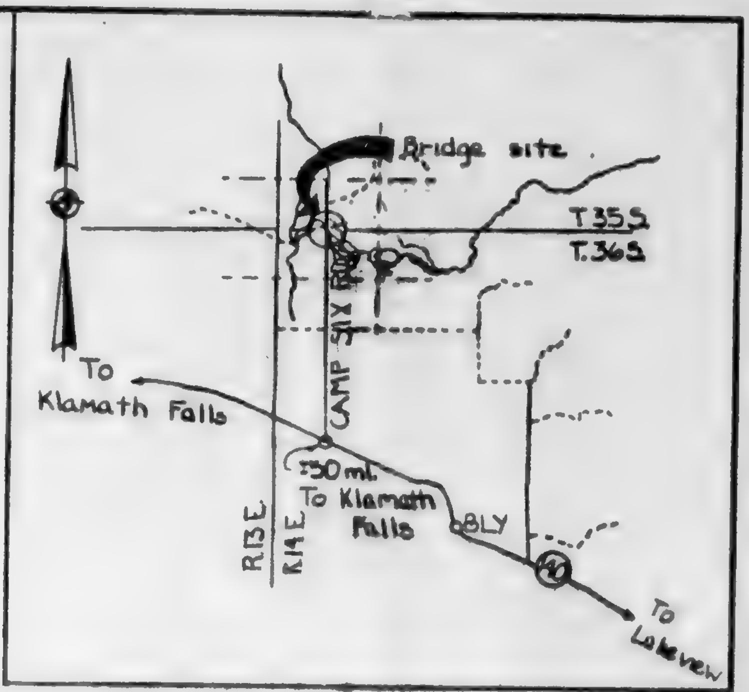
Form 734-3122

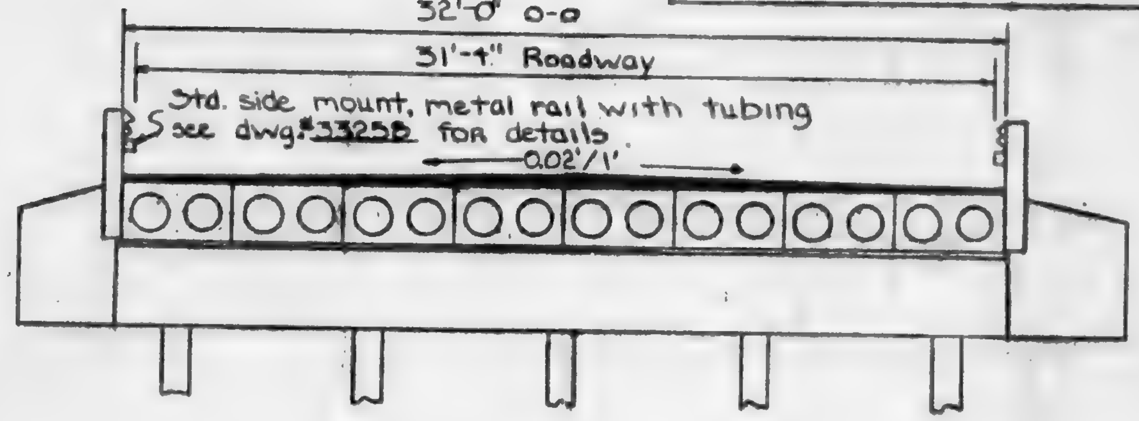
16-12-65 6-6-65


70'-0" c-c end bents 26" Precast
Prestressed Slabs, dwg. # 39531
Slab # 13
N.R. Sprague R.
Sta. 10+38
℄ Bent 1
Sta. 11+08
℄ Bent 2
5' Typical
30°
45°
70° Typical
32'-0" 0-0
34'-4" Roadway
15'-8"
15'-8"
4"
4"
To Hw. 140
Transverse Tie rods @ 1/3 pts. of span
1-07/8"
11 rail post spaces @ 6'-3" = 68'-9" (Typical each side)
1-07/8"
Note
Rem
stru
appr
Datum assumed
110
100
90
80
PLAN
Scale 1"=10'-0"
Metal rail with tubing see dwg # 33258
High water elevation 98.2'
Groundline 16' Lt.
Groundline 16' Rt.
Class 50 ri
(typical ea
ELEVATION
Scale 1"=10'-0"
70'-0"
Sta. 10+38
℄ Bent 1
Sta. 11+08
℄ Bent 2
℄ 1"
35'-2"
4 Pile spaces @ 7'-5" (Typical both bents)
℄ 1"
70° Typical
FOOTING PLAN
Scale 1"=10'-0"


30°
1-0 7/8"
Overhead powerline
h tubing
Class 50 riprap
(typical each end)

Notes
Remove existing structure at Same approximate location


Bridge site
T35S
T.36S
CAMP SIX RD
To Klamath Falls
±50 mi. To Klamath Falls
R13E
R14E
BLY
140
To Lakeview


32'-0" o-o
31'-4" Roadway
Std. side mount, metal rail with tubing see dwg# 33258 for details
0.02'/1'

ELEVATION BENT 1

Scale: 1/4" = 1'-0"
(Bent 2 Similar)

APPROVED BY KLAMATH COUNTY COMMISSIONERS: DATE 6/6/85

Carroll Zon Berbert Chairman

Jim Rogers Commissioner

Roger Hamilton Commissioner

| DATE | REVISION | BY |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

APPROVED:

BRIDGE ENGINEER

ASSISTANT STATE HIGHWAY ENGINEER

DESIGNED Mark Ellingson

DRAWN

CHECKED

REVIEWED

REVIEWED

**OREGON DEPARTMENT OF TRANSPORTATION**
**BRIDGE DESIGN SECTION**

N. FK. SPRAGUE R. (CAMP SIX RD.) BR.
N. FK. SPRAGUE R. (CAMP SIX RD.) BR. SEC.
CAMP SIX ROAD
KLAMATH COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE MAY 1985 CALC. BOOK 2045 SHEET 1 OF 1
BRIDGE NO. 18779 DRAWING NO. 40728

10,105

STATE OF OREGON INTEROFFICE MEMO

TO: John Marks
Final Project Coordinator

DATE: May 24, 1985 DES 23
16799

John M. Tindall

FROM: John M. Tindall
Principal Structural Design Engineer

SUBJECT: N. Fork Sprague R. (Camp Six Rd.) Br. #16799
N. Fork Sprague R. (Camp Six Rd.) Bridge Section
Camp Six Road Klamath County

Attached are 26 reduced prints of Drawing 40728 and 7 reduced prints of Drawing 40684 which are the preliminary plan and elevation and vicintiy map for this structure. These are being forwarded for your submittal to the Division of State Lands.

The following should be of special interest:

| | YES | NO | QUANTITY |
|---|---|---|---|
| Riprap | X | | 75 |
| Channel Change | | X | |
| Fill in Waterway | | X | |
| Excavation in Waterway | | X | |

PAA:krm

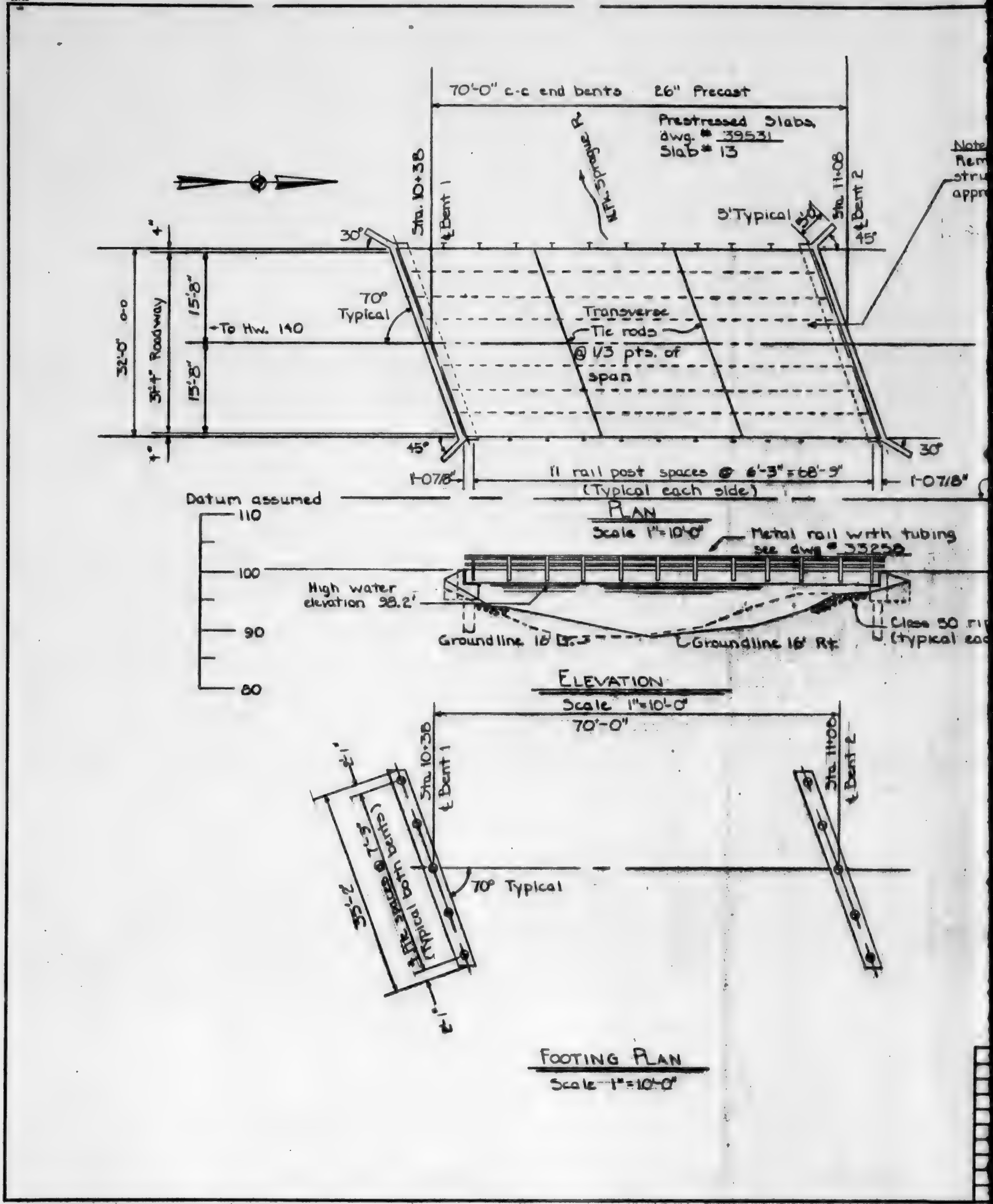
Attachments

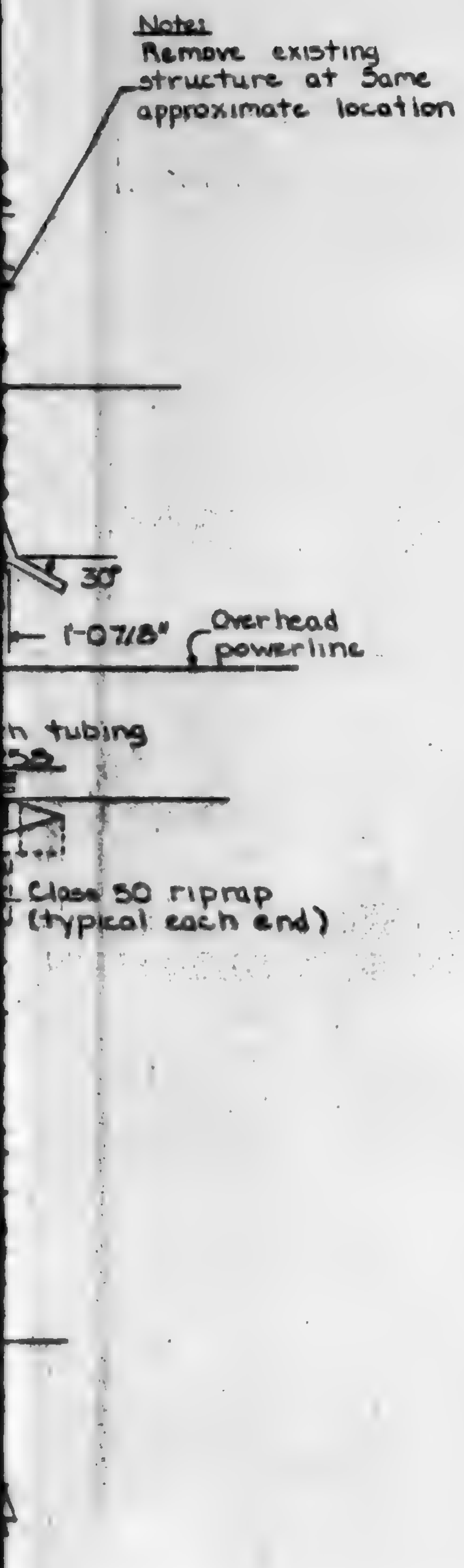
cc: J. E. Backstrand
Don Keyes, Location

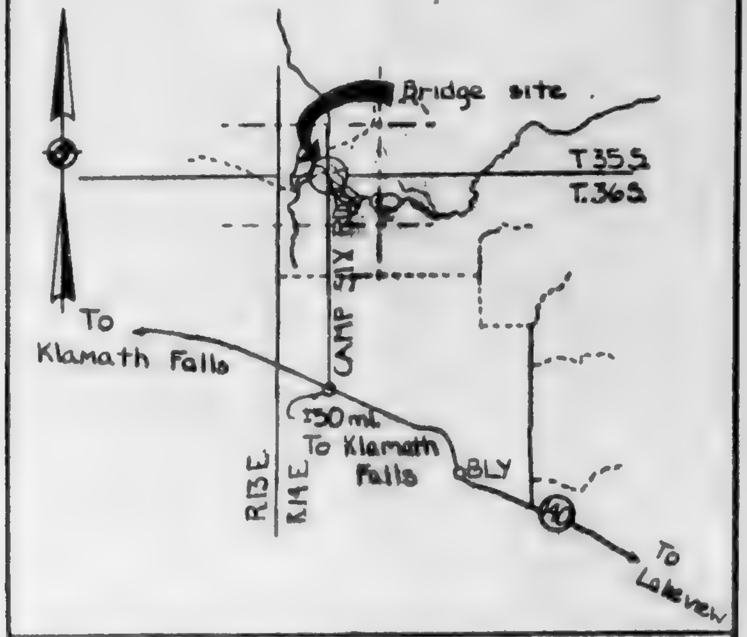
LDE
FDE
LE
SE
FPC
PDE
LFE
GTE

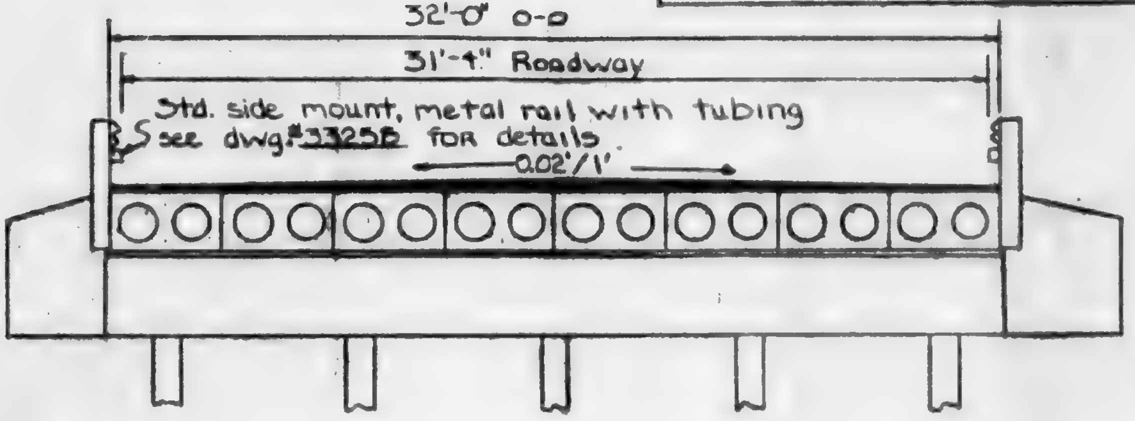
RECEIVED
MAY 28 1985
ROAD DESIGN
SECTION

81-125-1387


70'-0" c-c end bents 26" Precast
Prestressed Slabs, dwg. # 39531
Slab # 13
N. Fk. Sprague R.
Sta. 10+38
℄ Bent 1
Sta. 11+08
℄ Bent 2
5' Typical
30°
45°
70° Typical
Transverse Tie rods @ 1/3 pts. of span
To Hw. 140
32'-0" 0-0
34'-4" Roadway
15'-8"
15'-8"
4"
4"
1-07/8"
11 rail post spaces @ 6'-3" = 68'-9"
(Typical each side)
1-07/8"
Datum assumed
110
100
90
80
PLAN
Scale 1" = 10'-0"
Metal rail with tubing see dwg # 33258
High water elevation 98.2'
Groundline 16' Lt.
℄ Groundline 16' Rt.
Class 50 ri
(typical eac
ELEVATION
Scale 1" = 10'-0"
70'-0"
Sta. 10+38
℄ Bent 1
Sta. 11+08
℄ Bent 2
70° Typical
35'-2"
4 Pile spaces @ 7'-3"
(Typical both bents)
1'
1'
FOOTING PLAN
Scale 1" = 10'-0"
Note
Rem
stru
appr


Notes:
Remove existing structure at same approximate location
30°
1'-0 7/8"
Overhead powerline
h tubing
Class 50 riprap
(typical each end)


Bridge site
T35S
T.36S
CAMP SIX RD
To Klamath Falls
±30 mi.
To Klamath Falls
BLY
R13E
R14E
140
To Lakeview


32'-0" o-o
31'-4" Roadway
Std. side mount, metal rail with tubing
see dwg.#33258 for details
0.02'/1'

ELEVATION BENT 1

Scale ¼" = 1'-0"
(Bent 2 Similar)

| DATE | REVISION | BY |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

APPROVED:

_____ PE
BRIDGE ENGINEER

_____ PE
ASSISTANT STATE HIGHWAY ENGINEER

DESIGNED Mark Ellingson
DRAWN
CHECKED
REVIEWED
REVIEWED

**OREGON DEPARTMENT OF TRANSPORTATION**
**BRIDGE DESIGN SECTION**

N. FK. SPRAGUE R. (CAMP SIX RD.) BR.
N. FK. SPRAGUE R. (CAMP SIX RD.) BR. SEC.
CAMP SIX ROAD
KLAMATH COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS. _____

DATE MAY 1985 CALC. BOOK 2045 SHEET 1 OF 1
BRIDGE NO. 16779 DRAWING NO. 40728

16779

10,105

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: Dale Allen
Region 4 Engineer
Attn: John Hagedorn
Region Fed. Aid Engr.

DATE: May 24, 1985

DES 23
16799

FROM: John M. Tindall
Principal Structural Design Engineer

SUBJECT: N. Fork Sprague R. (Camp Six Rd.) Bridge #16799
N. Fork Sprague R. (Camp Six Rd.) Bridge Section
Camp Six Road Klamath County

Attached are four reduced prints of Drawings 40728 and 40684 which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

| | |
|---|---|
| Roadwork | $ 30,000 |
| Structure | 115,000 |
| Engineering and Contingencies | 30,000 |
| TOTAL | $ 175,000 |

Please use these prints to obtain the approval of Klamath County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project as soon as possible.

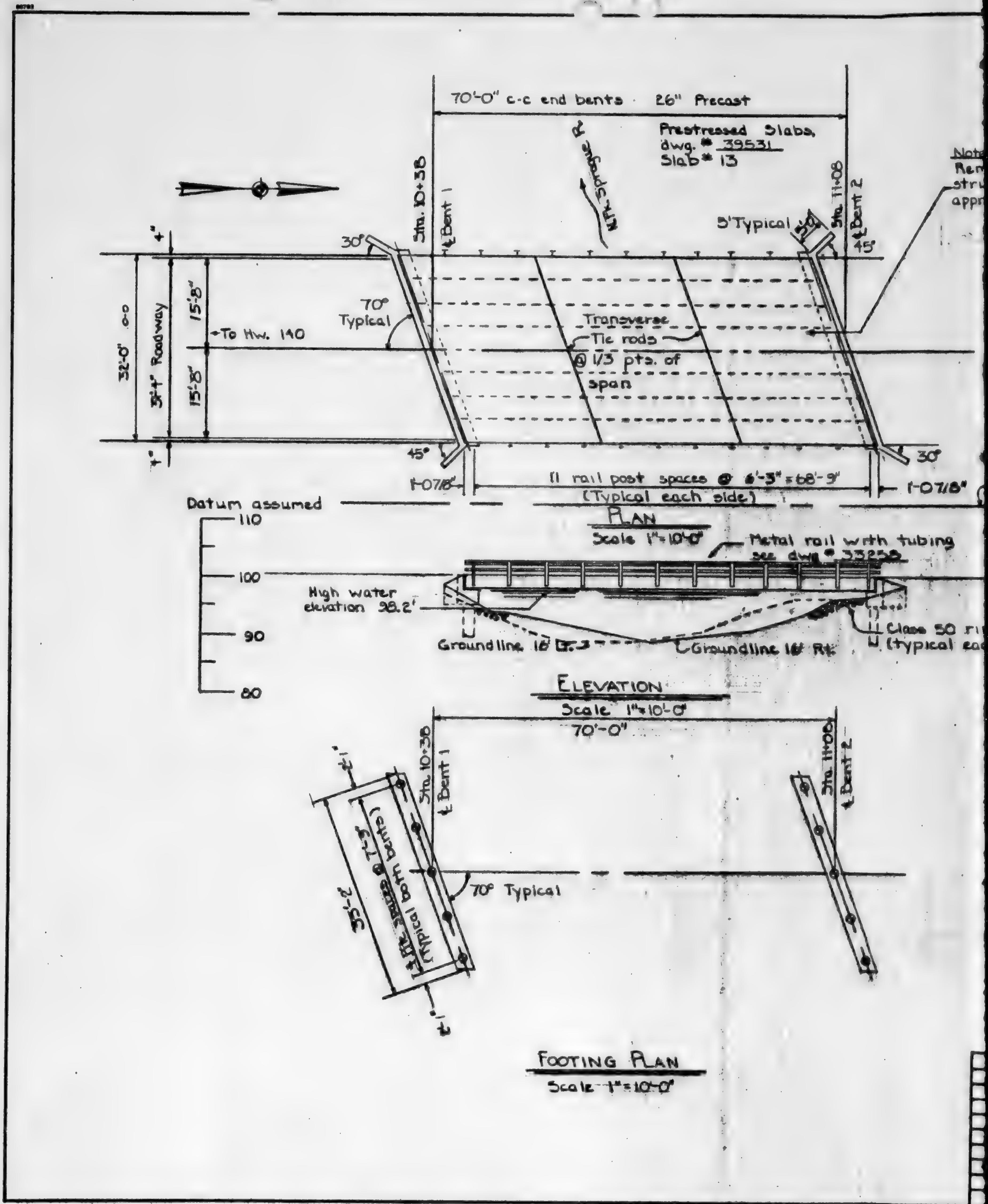
PAA:krm

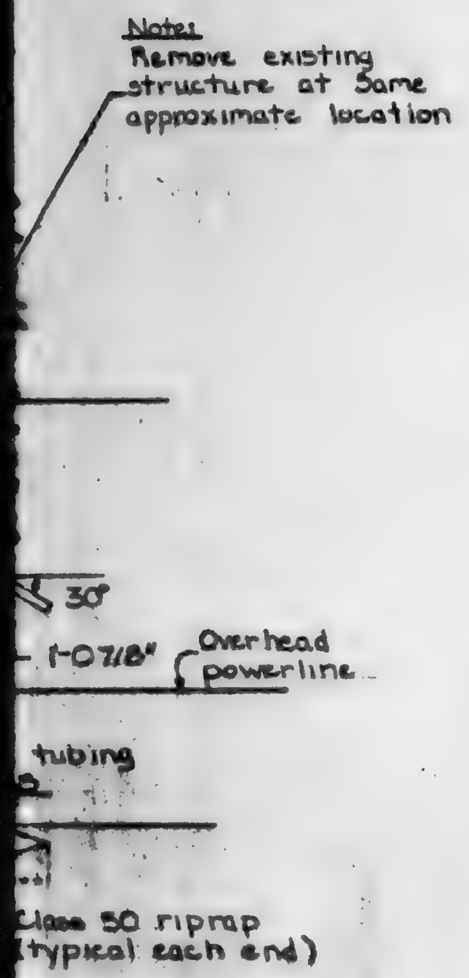
Attachments

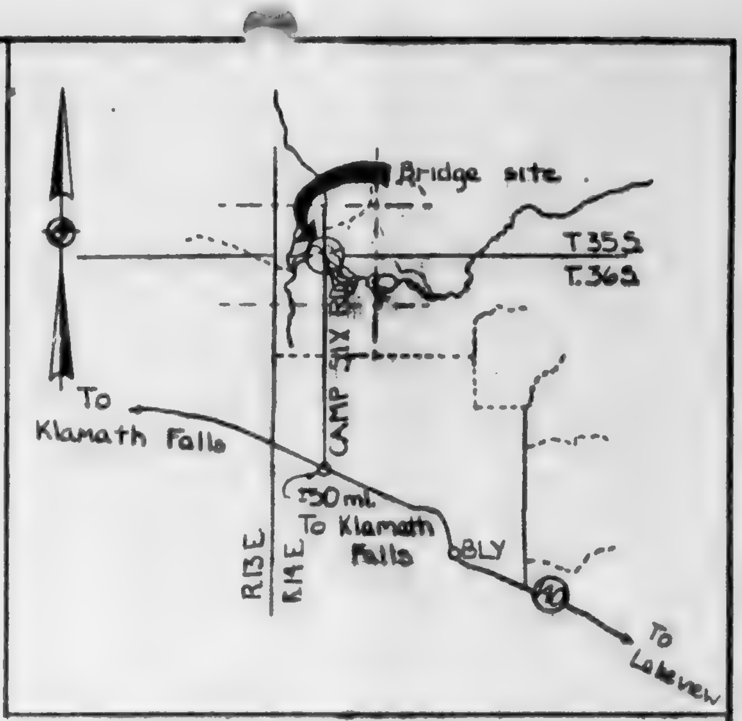
cc: H. A. Schell, FHWA, /w/ 1 set
Road Design /w/ 1 set
Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set

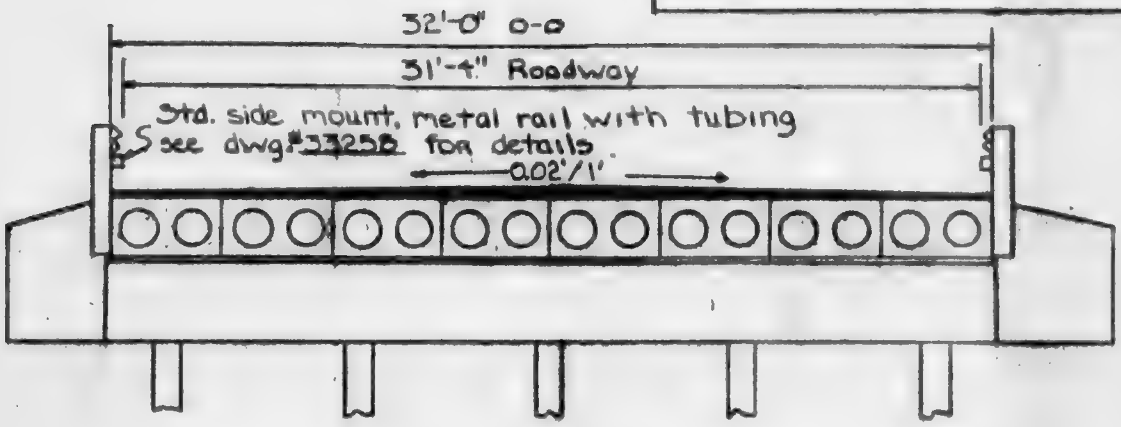
PROGRAM SECTION
MANAGER DL RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 28 1985
REFER TO Harwell
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

70'-0" c-c end bents 26" Precast
Prestressed Slabs,
dwg. # 39531
Slab # 13
Note
Rem
stru
appr
K.H. Sprague R.
Sta. 10+38
℄ Bent 1
Sta. 11+08
℄ Bent 2
5' Typical
30°
45°
70°
Typical
4"
32'-0" o-o
31'-4" Roadway
15'-8"
15'-8"
To Hw. 140
Transverse
Tie rods
@ 1/3 pts. of
span
45°
30°
1'-0 7/8"
11 rail post spaces @ 6'-3" = 68'-9"
(Typical each side)
1'-0 7/8"
Datum assumed
110
100
90
80
PLAN
Scale 1" = 10'-0"
Metal rail with tubing
see dwg # 33258
High water
elevation 98.2'
Groundline 16' Lt.
Groundline 16' Rt.
Class 50 ri
(typical ea
ELEVATION
Scale 1" = 10'-0"
70'-0"
Sta. 10+38
℄ Bent 1
Sta. 11+08
℄ Bent 2
℄
35'-2"
4 Ftg. spaces @ 7'-3"
(Typical both bents)
70° Typical
FOOTING PLAN
Scale 1" = 10'-0"


Notes:
Remove existing structure at Same approximate location
30°
1-07/8"
Overhead powerline
tubing
Class 50 riprap (typical each end)


Bridge site
T35S
T36S
CAMP SIX RD
To Klamath Falls
30 mi. To Klamath Falls
BLY
R13E
R14E
140
To Lakeview


32'-0" o-o
31'-4" Roadway
Std. side mount, metal rail with tubing see dwg #33258 for details
0.02'/1'

ELEVATION BENT 1
Scale ¼" = 1'-0"
(Bent 2 Similar)

| DATE | REVISION | BY |
|---|---|---|
| | | |

APPROVED:
______ PE
BRIDGE ENGINEER
______ PE
ASSISTANT STATE HIGHWAY ENGINEER

DESIGNED Mark Ellingson
DRAWN
CHECKED
REVIEWED
REVIEWED

**OREGON DEPARTMENT OF TRANSPORTATION**
**BRIDGE DESIGN SECTION**

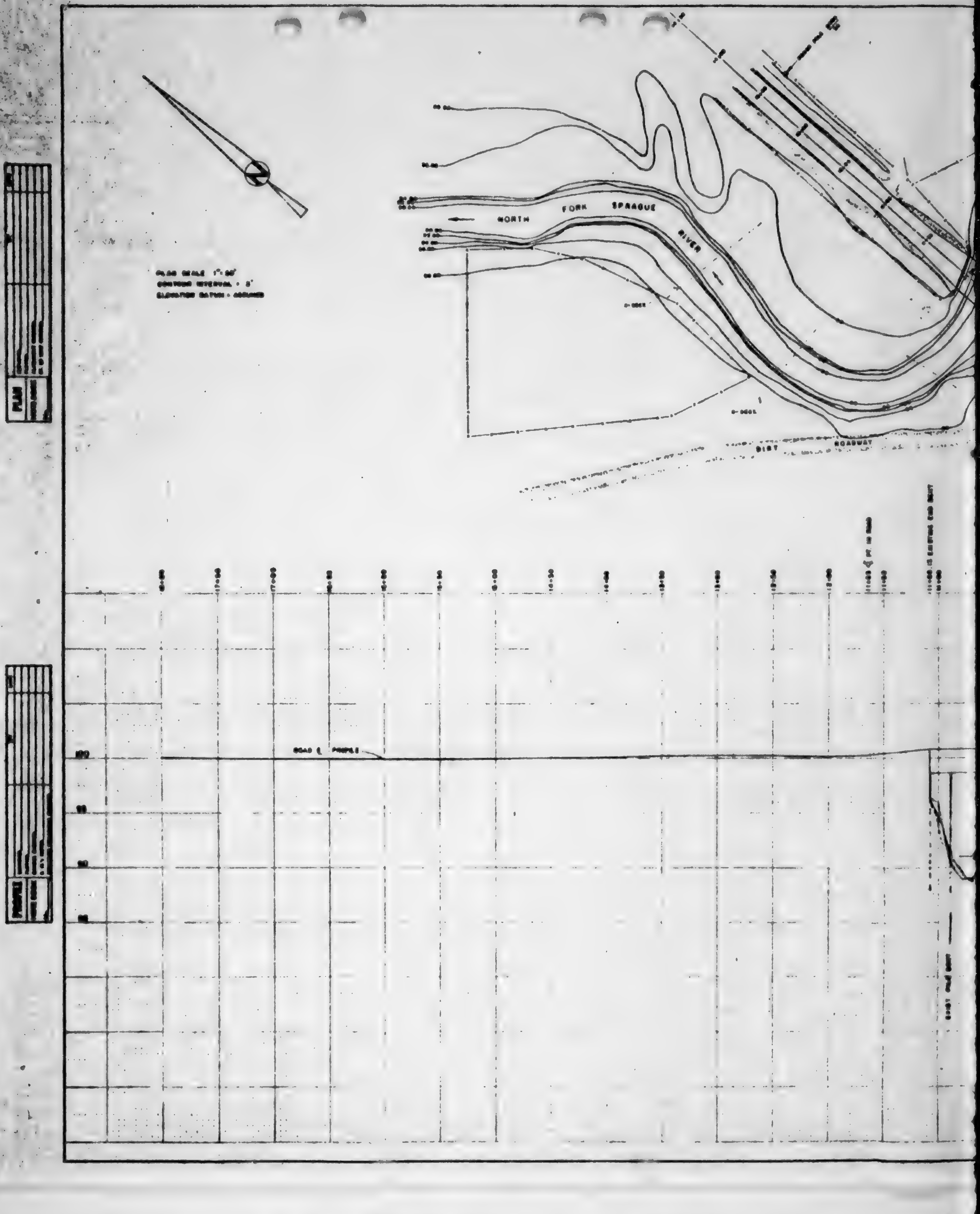
N. FK. SPRAGUE R. (CAMP SIX RD) BR.
N. FK. SPRAGUE R. (CAMP SIX RD) BR. SEC.
CAMP SIX ROAD
KLAMATH COUNTY

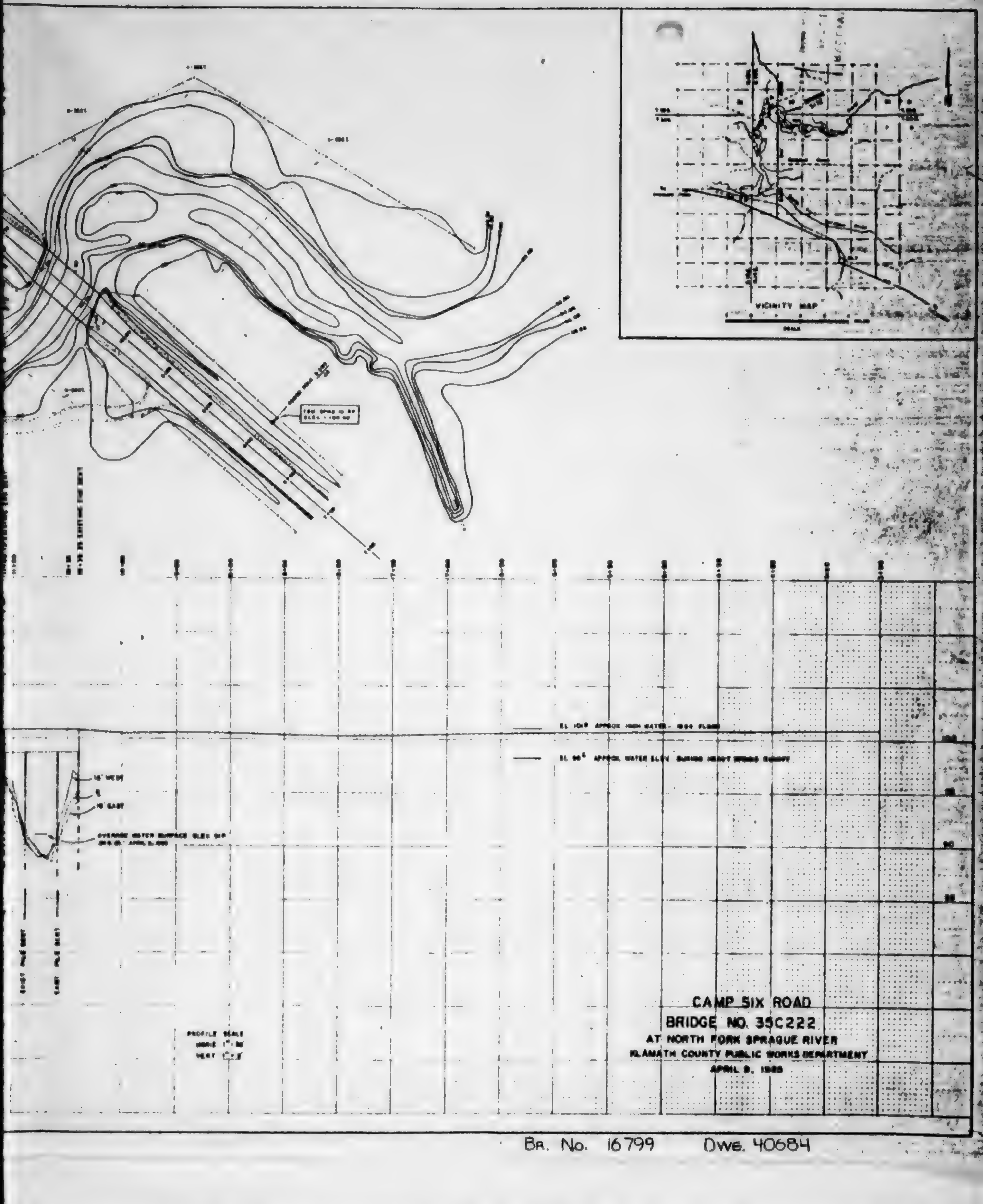
PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS. ______

DATE MAY 1985 CALC. BOOK 2045 SHEET 1 OF 1
BRIDGE NO. 16779 DRAWING NO. 40728

1-799


PLAN
NORTH FORK SPRAGUE RIVER
PLAN SCALE 1"=50'
CONTOUR INTERVAL = 2'
ELEVATION DATUM = ASSUMED
DIRT ROADWAY
PROFILE
ROAD ℄ PROFILE
100
95
90
85


VICINITY MAP
SCALE
10' WEST
℄
10' EAST

# CAMP SIX ROAD
## BRIDGE NO. 35C222
AT NORTH FORK SPRAGUE RIVER
KLAMATH COUNTY PUBLIC WORKS DEPARTMENT
APRIL 9, 1980

BR. No. 16799 DWG. 40684

10,105

[illegible]

STATE OF OREGON

**INTEROFFICE MEMO**

TO: Gary Potter
Program Section

DATE: May 23, 1985

FROM: John R. Hagedorn
Region Federal Aid Specialist

SUBJECT: N. Fork Sprague River (Camp Six Road) Bridge 35C222
Complete Bridge I.D. 35C222125700400
FAS B-314, Klamath County

Enclosed is the County's project request and the prospectus for the subject project.

The existing wooden bridge was recently damaged by fire caused by a local adjacent property owner's field burning operations.

The County desires to pursue the HBR funds for a letting as soon as possible. However, the County is also negotiating for a settlement with the farmer's insurance carrier. The carrier is reluctant to settle before the bid is known. The County will use the settlement, if any, to reimburse FHWA and State.

I am also enclosing several pieces of correspondence pertinent to this matter.

The County did the field survey and I understand that the bridge design is underway. I was told that a foundation exploration will not be necessary. I have included just a token amount for field engineering (901) in the survey authority in the event something was missed in the field.

JRH:br

cc [illegible]

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
MAY 24 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

# PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>N. Fork Sprague River (Camp Six Road) Bridge 35C222 | KEY ID #<br>2957<br>REGION<br>4 |

| | | | | |
|---|---|---|---|---|
| STATE HIGHWAY # | HIGHWAY NAME | | MILE POST<br>FROM TO | LENGTH<br>0.1 mi. |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY<br>Klamath | ROAD/STREET NAME<br>Camp Six Road | |
| ROUTE # | FEDERAL AID #<br>FAS B-314 | APPLICANT (IF OTHER THAN STATE)<br>Klamath County | | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 10. | GRADING (✓) | | FILES (#) | 0 |
| RIGHT OF WAY | | $ | PAVING (✓) | | ACRES (#) | 0 |
| ROADWAY | $ | | STRUCTURES (✓) | X | RELOCATIONS (#) | 0 |
| STRUCTURES | $ 130. | | SIGNING (✓) | | **WORK BY STATE/CONSULTANT/APPLICANT** | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | N/A |
| | $ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | N/A |
| 40% ENGINEERING & CONTINGENCIES | $ 26. | | DESIGN CATEGORY (1-7) | 7 | **CONSTRUCTION BY** | |
| TOTAL CONSTRUCTION | | $ 156. | WORK TYPE (1-12) | 5 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 166. | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/86 | RECOMMENDED FUNDING SOURCE<br>HBR | RECOMMENDED PROGRAM YEAR<br>1986 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | | |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | | |
| AVERAGE DAILY TRAFFIC | 350 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | |

DEFINE THE PROBLEM
Existing 32' X 70' wooden bridge has been damaged by fire.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 24 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

PROPOSED SOLUTION
Replace with 32' X 70" precast single span concrete bridge.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER<br>X Dale D Allen | DATE<br>5/23/85 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

## GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

## SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

**SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY** and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

**COST ESTIMATES** — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

**PROJECT DATA** — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

**RIGHT OF WAY** — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

**WORK BY** and **CONSTRUCTION BY** are self-explanatory.

**FINANCING/PROGRAMMING** — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

**EXISTING & PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

**DEFINE THE PROBLEM** — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

**PROPOSED SOLUTION** — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

OREGON DEPARTMENT OF TRANSPORTATION

## PROJECT PROSPECTUS
PART 1 — PRO CT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2957

SECTION N. Fork Sprague River (Camp Six Road) Bridge #35C222

REGION 4

## PROJECT JUSTIFICATION

See attached correspondence, particularly John Wood's Memo of March 28, 1985, that recommends replacement under the HBR program.

## ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

# INSTRUCTIONS

**PROJECT JUSTIFICATION**

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

**ADMINISTRATION RECOMMENDATION** will be completed in Salem.

# PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

| | |
|---|---|
| KEY ID # | 2957 |
| SECTION | N. Fork Sprague River (Camp Six Road) Bridge #35C222 |
| REGION | 4 |

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | A | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | A | LANDSCAPING | N | CONDITIONAL USE | A | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | X | IRRIGATION | N | FLOOD PLAIN | A | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | A | BORROW SOURCE | A | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | A | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | A | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | A | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | | | SIGNALS | N | OLD (#) | NEW (#) |

| | | |
|---|---|---|
| UTILITIES | N | (LIST BELOW) |
| COMPANIES | | |

RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | N | EASEMENTS (#) | 0 | ACCESS CONTROL (Y/N) | N |

| DESIGN SPEED | DESIGN STANDARDS |
|---|---|
| 55 | ASHTO |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

## EXISTING

EXISTING BRIDGE --- 32 ft. wide

PROPOSED BRIDGE --- 32 ft. wide

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| To be performed by County forces. | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 70 | 32 | $ 103,000. | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

734-1912 (7-82)

10,105

## FEDERAL AID PROJECT REQUEST

Date: May 17, 1985

Applicant Agency Klamath County

Request for: Off System ______, FAS-C ______, FAUS ______, Project , HBR Project

Federal Aid Route No. B-314 Route Name Camp Six Road

Project Length 70 feet Project Location (attach sketch map)

Project Description

Replace fire damaged wooden, 3-span bridge with single span, precast slab, concrete structure.

Average Daily Traffic ______ Design Speed ______

Complete Applicable Sections:

### 1. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ______ Travel Lanes ______ Shoulders ______

Medians ______ Parking ______

Sidewalks ______

Remarks ______

2. Desired Roadway Cross Section: (Attach sketch)

Width ______ Travel Lanes ______ Shoulders ______

Medians ______ Parking ______

Curbed ______ Length Curb Radii ______

Sidewalk/Bikeway ______

Remarks ______

### II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ______ No X

3. Will additional right-of-way be needed? Yes X No ______

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ______ No X

Remarks Easement for a detour will be obtained by County.

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Applicant

4. Permanent Striping:

Include in project or by applicant? Applicant

## IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

## V. STRUCTURE DATA

1. Existing Structure:

Location Over North Fork Sprague River, 4.5 miles, North of OR 140, T35S, R14E.

Type 3-span wood

Approach Roadway Width 32 feet Shoulder Width

Length 70 feet Width 32 feet

To remain in place? No

2. Proposed Structure:

Location Same a existing

Approximate Size: Length 70 feet Width 32 feet

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | Earl Kessler, P.W.D.<br>Office |
| 2. Environmental | Earl Kessler, P.W.D.<br>Office |
| 3. Public Hearing | Earl Kessler, P.W.D.<br>Office |

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

   Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?

   Yes x No ______

   If "yes" describe briefly: Construct detour if necessary. Do the grading and surfacing work.

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway work | $ |
| Structures | 103,040. |
| Guardrail | 4,000. |
| R/W Costs (if participating) | |
| Railroad | |
| Illumination | |
| Other Remove existing bridge | 11,200. |
| Mobilization and traffic control | 11,824. |
| Construction engineering and contingencies | 26,013. |
| Preliminary engineering | 10,000. |
| PROJECT TOTAL | $ 166,077. |

* Remarks County forces have done the field survey which was submitted to Salem for free design 4/24/85.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Klamath COUNTY

BY: ______

BY: ______

BY: Carroll [illegible] CHAIRPERSON

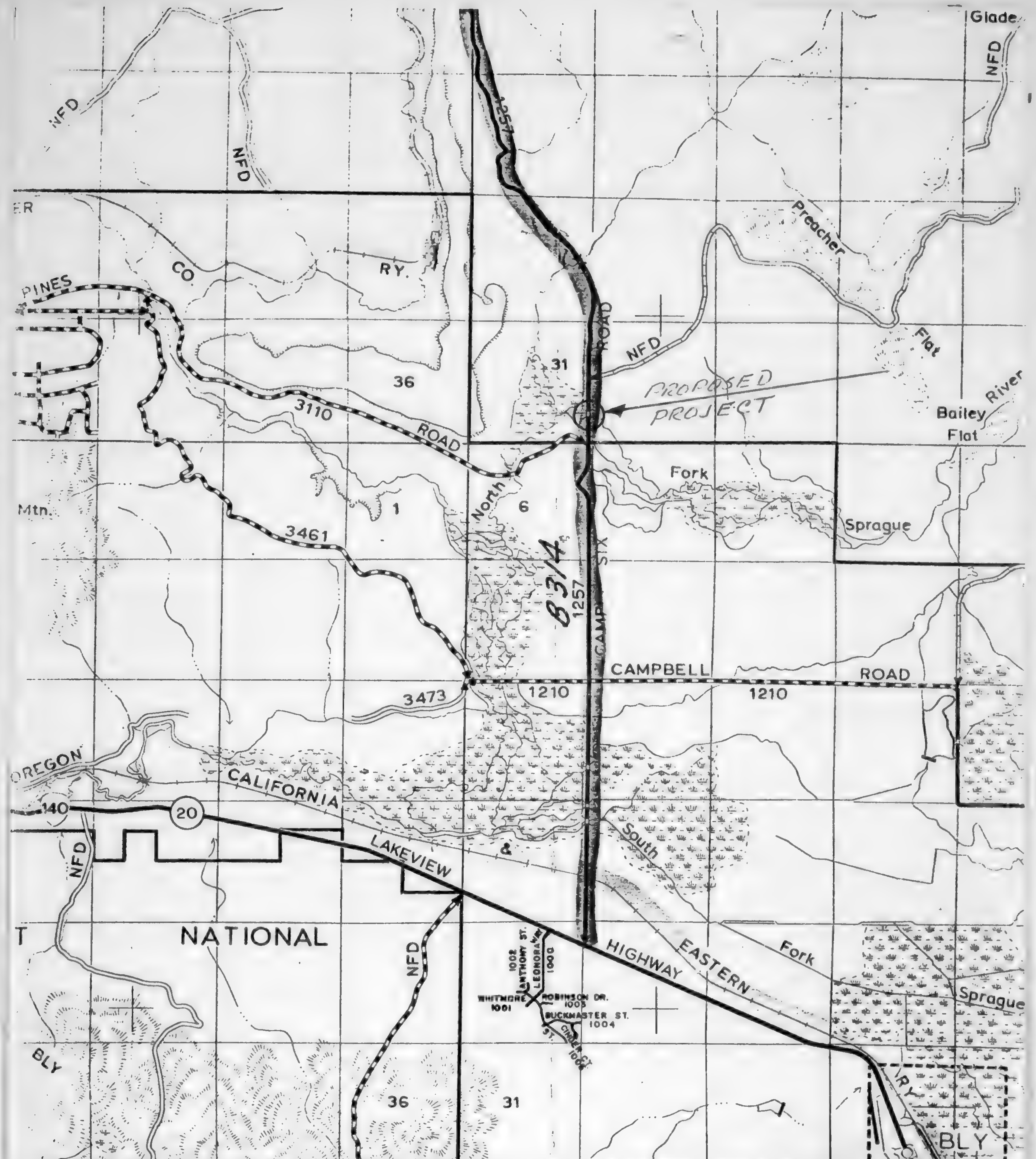
BY: Jim Rodgers COMMISSIONER

BY: ______ COMMISSIONER

DATE: 5/17/85

*NOTE:

The existing bridge was burned during field burning. The County is, at present, negotiating with the farmer's surety for replacement costs. It is possible that HBR funds will not be necessary; however, if the insurance settlement is less than the total replacement cost, the County requests that the difference be made up with HBR funds. (J.R. Hagedorn, 5/7/85)


PROPOSED PROJECT
B 3/4
Glade
NFD
ER
CO.
RY.
PINES
36
31
ROAD
3110 ROAD
Preacher
Flat
Bailey Flat
River
Fork
Sprague
North
6
1
Mtn.
3461
1257
CAMP SIX ROAD
CAMPBELL ROAD
1210
3473
OREGON
CALIFORNIA
140
20
LAKEVIEW
&
South
Fork
Sprague
EASTERN
HIGHWAY
NATIONAL
T
WHITMORE 1001
ANTHONY ST. 1002
LEONORA 1000
ROBINSON DR. 1003
BUCKMASTER ST. 1004
CHERRY ST. 1005
BLY
RY
RIDGE
FOREST
Whisky John Flat
EDLER RD.
504
A9
WATTS

OREGON DEPARTMENT OF TRANSPORTATION

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

| | |
|---|---|
| SECTION<br>N. Fork Sprague River (Camp Six Road) Bridge #35C222 | KEY ID# 2957<br>REGION 4 |

| SURVEY AUTHORITY | AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|---|
| | | | |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 500. | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | | 920 PROGRAM MANAGEMENT | | | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 5/23/85 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, REGION ENGINEER<br>X Ralph D Allen | DATE 5/23/85 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

10,105

STATE OF OREGON

INTEROFFICE MEMO

TO: FILE

DATE: May 17, 1985

FROM: John R. Hagedorn
Region Federal Aid Specialist

SUBJECT: Camp Six Road Bridge #35C222125700400
FAS B-314, Klamath County

This bridge, damaged by fire during adjacent farmer's field furning, has been declared eligible for HBR funds.

Earl Kessler, P.W.D. Klamath County, phoned the writer this date that the County Commission had approved the project request. The request and the prospectus will be submitted next week.

Mr. Kessler has been negotiating with the farmer's insurance carrier for the recovery of the cost of the bridge replacement. The latest indication from the carrier is to wait for the bid before settling. At that time, an agreement can be drawn up to reimburse FHWA, State and County.

JRH:br

CC: G. Potter
J. Backstrand
J. Sollis
D. Allen
Dave Carter, FHWA

10,105

STATE OF OREGON INTEROFFICE MEMO

TO: Walt Hart
Bridge Engineer

DATE: April 24, 1985

FROM: John R. Hagedorn
Region Federal Aid Specialist

SUBJECT: Camp Six Road Bridge
Structure ID #35C222125700400
FAS B-314, Klamath County

John Wood's memo to file of March 28, 1985, alludes that as soon as the paper work is in place, we should go for HBR funding.

This may be the case but first the County PWD Earl Kessler is going to try to get an insurance settlement from the farmer's surety.

To this end, the County has supplied a vicinity map, road and river cross-sections, with photographs, and requests that the Division design a structure, 32 feet wide, single span, precast beams--same design as Gale Road or Homedale Road.

We can then go either way--if the insurance settlement flies, Mr. Kessler would still want us to administer a contrct. If not, we can go HBR, or a combination, perhaps.

The above documents, plus copies of Mr. Kessler's request for bridge design, and John Wood's memo are included in this transmittal.

JRH:br

Enclosure

CC: John Wood

10,105

Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

April 16, 1985

Mr. John Hagedorn
Oregon State Highway Division
P. O. Box 5309
Bend, OR 97708

Dear John:

Attached is the profile of the north fork of Sprague River along with a plan view and all other necessary data.

Please use this letter as our formal request for the State Highway Division to design a pre-stressed concrete bridge spanning the river at the existing bridge location. I would prefer piling and concrete caps in the place of spread footings.

This particular structure was damaged by fire and cost estimates are needed to supply to the insurance company for reimbursement of damages.

Please have an estimate to replace the existing timber structure with an identical structure and an estimate on the new design being requested.

Your earliest consideration of the estimates and design will be greatly appreciated since this is a major route for log hauls and there is no convenient detour available. At the present time the structure has a 10-ton load limit and only local light traffic is utilizing the bridge.

If the design section needs additional information, please have them contact this office and we will supply any needed information.

Thank you for your cooperation on this project.

Very truly yours,

Earl E. Kessler

Earl E. Kessler
Director of Public Works

EEK:ml

10,105.

**STATE OF OREGON**
HIGHWAY DIVISION - MAINTENANCE SECTION

## INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: March 28, 1985

SUBJECT: Camp Six Road Br.
Structure ID#35C222125700400
FAS B-314, Klamath County

On Wednesday morning, March 27, 1985, I looked at this bridge, accompanied by Earl Kessler, Charles Whitlatch and Scott Phillips from the Klamath County Department of Public Works. The bridge had been accidently set on fire by a neighboring farmer on Wednesday, March 20, 1985.

The damage extended the full length and width of the bridge. Basically, all that remains of the creosote treated portions of the timber is charcoal. I could imbed my knife blade at least an inch almost anywhere on the stringers, caps, piling and underside of deck. At various locations where the heat was concentrated, imbedment depths of 1½ inches were noted. The bridging between stringers was completely destroyed. The lateral bracing at the two interior bents was destroyed.

The county has posted the bridge as unsafe due to fire damage and limited the live load to 10 tons. They have submitted pictures, sketches, dimensions, etc. to the OSHD Bridge Design Unit and requested a load rating. They are preparing an inspection report and an inventory update that will be submitted upon completion, probably today. They will apply, through the Region 4 Federal Aid Specialist, for replacement of the bridge with HBRR funds. They have the match money and would want the bridge replaced as soon as possible.

We will update the county's inventory records for this bridge as soon as all the data reaches this office to insure eligibility for HBRR funds. I think everything has been or is being done to expedite replacement of this bridge.

As soon as all the paperwork is in the proper place, I recommend that the Bridge Selection Committee take steps to include replacement of this bridge early in the upcoming schedule.

John H. Wood

John H. Wood
Stucture Maintenance Engineer

JHW:bac

cc: Walt Hart
Herb Schell, FHWA
John Hagedorn ✓
Steve Tuttle

1985 Green Cr. Br. Section of 10,106
Mapleton-Junction City Highway
(Grading, paving & structure)

STATE COPY 10106

U.S. Department of Transportation
**Federal Highway Administration**

# FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
MAY 22'87
REFER TO
Fredrickson
FOR
File

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>May 7, 1987 | REPORT MADE BY<br>C. O. Fredrickson, Construction Engineer | | PROJECT NO.<br>BRS-114(9) |
| COMPLETION DATE (Actual)<br>July 2, 1986 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>January 12, 1987 | TIME ELAPSED<br>75 % | CONTRACT TIME Cy<br>October 15 5/28, 1986 |

LOCATION Green Creek Bridge Section of Mapleton-Junction City Highway about 12 miles NE of Mapleton

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.

   B. Construction of Bridge No. 4019A over Green Creek.
   Length: 36 feet Roadway Width: 40 feet

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Kip Construction Co.

3. Contract Amount: $183,966.95

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Ralph R. Arnold | | SIGNATURE<br>John T. Price | |
| TITLE<br>Area Engineer | DATE<br>5/21/87 | TITLE<br>District Engineer B | DATE<br>5/21/87 |

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10 16

January 29, 1987

CON 5 - #10,106

The Travelers Indemnity Co.
111 SW Fifth, #1600
Portland, OR 97204

On January 16, 1987, we wrote to you concerning release of final payment on Contract No. 10,106 awarded to Kip Construction Co. for work on the Green Creek Bridge Section of the Mapleton-Junction City Highway in Lane County.

Final payment on this contract is $2,506.65 and the total contract amount is $183,966.95. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Kip Construction Co.
86437 Greenbriar Drive
Eugene, OR 97402

Allison, DeBar, Getty, Noske Ins.
180 West 12th Avenue
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,106

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10106

TO: Commission Services

DATE: January 12, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10106, On Site Work Substantially Completed July 2, 1986

All Work Completed August 6, 1986

Project Green Creek Bridge

Highway Mapleton-Junction City

County Lane

Type of Work Grading, Paving and Structure

Contractor Kip Construction Company

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-16-87 - Surety letter sent.

RECEIVED
JAN 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

16 1060

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: August 9, 1986

PROJECT NAME (SECTION): Green Creek Bridge

CONTRACT NO: C10106

HIGHWAY: Mapleton Junction City

COUNTY: Lane

F A PROJECT NO: BRS 114 9

CONTRACTOR: Kip Construction

KIND OF WORK: Grade Pave Struct

DATE OF AWARD: July 31, 1985

FIRST NOTIFICATION DATE: September 13, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: July 2, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: August 6, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

**PROJECT AUTHORIZATION**

CURRENT AUTHORIZATION $ 223,072.00

ESTIMATED PROJECT COST $ 217,473.00

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN -2.5%

**ENGINEERING**

AUTHORIZATION $ 17,688.00

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 18,000.00

PERCENT OF AUTHORIZATION 101 %

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| A | 10/15/86 | 0 | 0 | 0 | YES |
|  | / / | 0 | 0 | 0 |  |
|  | / / | 0 | 0 | 0 |  |
|  | / / | 0 | 0 | 0 |  |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | Project |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 327 cy | 1,300 tn | 270 tn |  |  |  |
| EST. CORRECTED QUANTITIES | 327 cy | 1,300 tn | 270 tn |  |  |  |
| EST. PERFORMED TO DATE | 250 cy | 752 tn | 266 tn |  |  |  |
| PERCENT PERFORMED TO DATE | 76 | 57 | 98 | 1 | 100 | 100 |

ACTIVITIES THIS WEEK:

Project Complete

Finial Inspection July 22, 1986

Submitted SemiFinal August 6, 1986

Issued Third Notification August , 1986

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

None

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Issued 2nd notification July 2, 1986
Issued 3rd Notification August 6, 1986
Submitted semifinal August 6, 1986
FINAL REPORT

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Larry D Lindley
Larry D Lindley

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10 · 3 b

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-114(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50124

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 11, 1985

8. FEDERAL ROUTE NUMBER Secondary 114

9. STATE ROUTE NUMBER Secondary 229

10. GENERAL LOCATION:
Green Creek Bridge BR #04019-229-0-1224

11. GENERAL DESCRIPTION OF WORK
Install signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9-11-85 as requested in Mr. Fredrickson's letter of 11-26-85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved to a TEC of $1,000; Federal Funds $800.

RECEIVED
STATE HWY ENGR
DEC 6 '85
REFER TO Potter
FOR

| Info | Inves | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to
12/6

14. DATE 12/5/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,106

**STATE COPY**

TO BE COMPLETED BY FHWA

8-79

U.S. Department of Transportation
Federal Highway Administration

# FEDERAL-AID PROJECT AGREEMENT

8-26-85

STATE Oregon

COUNTY Lane

PROJECT NO. BRS-114(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 36 "Green Creek Bridge Section"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6/28/85 | 0.07 |

OTHER *(Specify)*

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT $ 223,072.00

FEDERAL FUNDS $ 178,457.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~XXX~~ E. S. Hunter

Acting State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator AUG 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 21, 1985

Federal-Aid Project No. BRS-114(9)

Green Creek Bridge Section
Mapleton-Junction City Highway
Lane County

## PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 4019A (M.P. 12.24)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 15,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 7,409.00 |
| Temporary Signs | Sq. Ft. | 250 | 6.00 | 1,500.00 |
| Temporary Guardrail, Type 2A Reflectorized | Lin. Ft. | 138 | 8.50 | 1,173.00 |
| Temporary Concrete Barrier, Reflectorized | Lin. Ft. | 325 | 25.00 | 8,125.00 |
| Temporary Traffic Signal Installation | Lump Sum | All | Lump Sum | 20,000.00 |
| Flaggers | Hour | 260 | 18.00 | 4,680.00 |
| Temporary Bridge Rail | Lin. Ft. | 58 | 20.00 | 1,160.00 |
| Temporary Bridge Rail with Tubing | Lin. Ft. | 44 | 25.00 | 1,100.00 |
| General Excavation | Cu. Yd. | 327 | 3.00 | 981.00 |
| Stone Embankment | Cu. Yd. | 194 | 18.00 | 3,492.00 |
| Aggregate Base | Ton | 1,300 | 12.00 | 15,600.00 |
| Class "C" Asphalt Concrete | Ton | 270 | 50.00 | 13,500.00 |
| Guardrail, Type 2A | Lin. Ft. | 125 | 13.00 | 1,625.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | 24.00 | 2,400.00 |
| Guardrail Anchors, Type 1 | Each | 1 | 350.00 | 350.00 |
| Guardrail Anchors, Type 1 Modified | Each | 2 | 340.00 | 680.00 |
| Rail End Pieces, Type C | Each | 4 | 90.00 | 360.00 |
| Extra for Asphalt Approaches | Each | 4 | 100.00 | 400.00 |
| Delineators, Type 2 | Each | 12 | 20.00 | 240.00 |
| Removal of Bridges | Lump Sum | All | Lump Sum | 5,000.00 |
| Shoring, Cribbing, Etc. | Lump Sum | All | Lump Sum | 15,000.00 |
| Structure Excavation | Cu. Yd. | 380 | 15.00 | 5,700.00 |
| Structure Excavation Below Elevations Shown | Cu. Yd. | 38 | 15.00 | 570.00 |
| Special Wall Backfill | Cu. Yd. | 250 | 18.00 | 4,500.00 |
| Structural Concrete, Class 3300 | Lump Sum | All | Lump Sum | 25,000.00 |
| Reinforcement | Lump Sum | All | Lump Sum | 4,500.00 |

| | | | | |
|---|---|---|---|---|
| 4' x 35'/40' Prestressed Slabs | Each | 10 | 2,300.00 | 23,000.00 |
| Reinforced Concrete Bridge End Panels | Sq. Yd. | 178 | 25.00 | 4,450.00 |
| Metal Rail with Tubing | Lin. Ft. | 88 | 50.00 | 4,400.00 |
| Membrance Waterproofing | Sq. Yd. | 165 | 13.00 | 2,145.00 |
| | | | | $ 194,040.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,500.00 |
| Roadside Seeding & Mulching & Fertilizing | All Required | 1,000.00 |
| | | $ 2,500.00 |
| | Subtotal | $ 196,540.00 |
| | Engineering | 26,532.00 |
| | Total | $ 223,072.00 |

Length of Project -------------------- 0.07 mi.

| | |
|---|---|
| Federal Funds (80%) | $ 178,457.00 |
| State Funds | 44,615.00 |
| Total | $ 223,072.00 |

Group 1 011 = 100% Group 010 = 0%
Contract No. 10,106
Prefix: C120-1952
Prefix: C10106
Appn Code 118

DDB:me

N

August 20, 1985

CON 5

#10,106

Kip Construction Company
86437 Greenbriar Drive
Eugene, OR 97402

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,106 for work on the Green Creek Bridge Section of the Mapleton-Junction City Highway in Lane County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Allison, DeBar, Getty, Hoske Ins.
P. O. Box 10266
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene

**KIP**
**Construction Co.**
86437 GREENBRIAR DRIVE EUGENE, OR 97402
345-2231 / 683-0806

July 30, 1985

Rober W. Gormsen, Manager, Commission Services
Dept of Transportation, Highway Division
121 Transportation Building
Salem, OR 97310

Re: Green Creek Bridge, Minority utilization.

Dear Sir:

This letter supercedes our letter dated July 25, 1985 in reference to our minority utilization for the proposal on Green Creek Bridge.

When awarded this contract we intend to enter into contracts with the following MBE's:

1) DBE: Pacific Northwest Guardrail. Scope of work includes guardrail and apurtenances for $8125.50.

2) DBE: TPT Services. Scope of work includes membrane waterproofing for $2100.00.

3) 50% DBE and 50% MBE: Imperial Fence Co. Scope of work includes delineators and flagging for $4140.00.

4) WBE: Service Steel Erectors. Scope of work includes steel erection for $3925.00.

This brings our DBE utilization to $12,295.5,or 6.3%, and our WBE utilization to $5995, or 3.07 %.

We hope this meets with your approval.

Sincerely,

Richard Moulds

RECEIVED
JUL 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

**KIP**
**Construction Co.**
86437 GREENBRIAR DRIVE EUGENE, OR 97402
345-2231 / 683-0806

July 25, 1985

Robert W. Gormsen, Manager, Commission Services
Dept. of Transportation, Highway Division
121 Transportation Building
Salem, OR 97310

RE: GREEN CREEK BRIDGE, MINORITY BUSINESS UTILIZATION

Dear Sir:

Your office has requested information on our minority business utilization for our proposal on Green Creek Bridge that bid on July 25, 1985. When awarded this contract we intend to enter into contracts with the following MBE'S:

1) DBE: Pacific Northwest Guardrail.
   Scope of work includes guardrail and appurtenances for $8125.50.

2) DBE: TPT Services.
   Scope of work includes membrane waterproofing for $2100.00.

3) WBE: Imperial Fence Company
   Scope of work includes delineators and flaggers for $4140.00.

We hope this information meets with your approval.

Sincerely,

Richard W. Moulds

Richard W. Moulds

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRS-114(9)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
50124

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7/5

7. DATE AUTHORIZATION EFFECTIVE
June 28, 1985

8. FEDERAL ROUTE NUMBER
Secondary 114

9. STATE ROUTE NUMBER
Secondary 229

10. GENERAL LOCATION:
Green Creek Bridge #04019-229-01224 Section

11. GENERAL DESCRIPTION OF WORK

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-27-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $200,000; Federal Funds $160,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-28-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE
6-28-85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hassner

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
4019A

In Reply Refer to
File No.:

TO: Dale Wilken
Division Administrator

April 11, 1985

FROM: Walter J. Hart, P.E.
Bridge Engineer

**ORIGINAL SIGNED**
**JERALD E. BACKSTRAND**
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Green Creek Bridge 4019A
Green Creek Bridge Section
Mapleton-Junction City Highway
Lane County

E. S

Enclosed are two reduced prints of Drawings 40530 and 40335 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two copies of the Hydraulic Report. Copies of the Foundation Report will be sent when they become available.

The new structure provides two 12-foot lanes and 7'-9"± shoulders for a total roadway width of 39'-5"; which conforms with the standards governing the project.

The new structure will replace the existing bridge with no change in alignment. A stage construction is planned with half of the existing timber bridge handling traffic during construction of half of the new structure. Temporary traffic signals will control single lane traffic over the bridges during construction.

The new structure will be provided with bridge end panels and deck membrane waterproofing.

The estimated cost of this structure based on quantities, including an allowance for engineering and contingencies is $92,900.

We request your approval of our preliminary plan.

Enclsures

~~cc E. S.~~ Hunter
Gary Potter
Final Design /w/ 1 set
Jim Gix /w/ 2 set
Cam Gilmour /w/ 1 set

RECEIVED
STATE HWY ENGR
APR 12 '85
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

10106

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRS-114(7)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
50124

2A. COUNTY NAME
Lane

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| 7. DATE AUTHORIZATION EFFECTIVE<br>12/5/84 | 8. FEDERAL ROUTE NUMBER<br>Secondary 114 | 9. STATE ROUTE NUMBER<br>Secondary 229 |

10. GENERAL LOCATION:

Green Creek Bridge #04019-229-01224 Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY

TEC $32,000
FF $25,600

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 11/29/84 subject to FHWA field review.

RECEIVED
STATE HWY ENGR
DEC 10 '84
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE
12/7/84

15. SIGNATURE OF APPROVING OFFICIAL
A Christianson

16. TITLE
for Division Administrator

FORM PR-1240 (Rev 12-79) PREVIOUS EDITIONS MAY BE USED

# PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

LANE Co.

SEE INSTRUCTIONS ON REVERSE

|  |  |  |  |
|---|---|---|---|
| SECTION<br>Green Creek Bridge No. 4019 | | KEY ID# 02662<br>REGION 3 | |
| Hwy #229 SURVEY AUTHORITY | AUTHORIZATION NO.<br>1 | PREFIX<br>120-1952 | DATE |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 14,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 500 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 800 | 935 SOILS | | 500 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 3,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 1,500 |
| 906 BRIDGE DESIGN | | 5,000 | 921 SPECIFICA-TIONS | | 2,500 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 2,000 | 950 TRAINING | | 300 |
| 910 REGION GEOLOGIST | | 300 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 1,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | | 932 RAILROAD & UTILITIES | | 200 | | | |
| | | | | | | TOTALS | $ | $ 32,000 |
| RIGHT-OF-WAY PREFIX | | | | | | PREVIOUS AUTHORIZATION | | $ |
| FEDERAL AID PROJECT NUMBER<br>BRS-114(7) | | | | | | ADD. AUTH. REQUIRED | | $ |

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction of a new Green Creek Bridge.

1 Versteeg Qol
Underson
24
C4
2 Edwards E
C4
3 Prost VP
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ---/---/---
Action

APPROVED BY O.T.C. 11/20/84

|  |  |  |  |
|---|---|---|---|
| PREPARED BY<br>Duane Kirby | DATE<br>10-9-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>12/3/84 |
| RECOMMENDED, REGION ENGINEER<br>X Bob | DATE<br>10/9/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. | DATE<br>11/20/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>12/5/84 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02662

| | | | |
|---|---|---|---|
| SECTION<br>Green Creek Bridge No. 4019 | | | REGION<br>3 |
| STATE HIGHWAY #<br>229 | HIGHWAY NAME<br>Mapleton - Junction City | MILE POST<br>FROM 12.23 TO 12.25 | LENGTH<br>.02 |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY<br>Lane | ROAD/STREET NAME |
| ROUTE #<br>36 | FEDERAL AID #<br>FAS-114 | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 28 | GRADING (✓) | X | FILES (#) | 0 |
| RIGHT OF WAY | | $ | PAVING (✓) | X | ACRES (#) | 0 |
| ROADWAY | $ 20 | | STRUCTURES (✓) | X | RELOCATIONS (#) | 0 |
| STRUCTURES | $ 108 ~~150~~ | | SIGNING (✓) | | WORK BY STATE/CONSULTANT/APPLICANT | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 15 | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | N/A |
| remove exist structure | $ 8 ~~12~~ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | N/A |
| 40% ENGINEERING & CONTINGENCIES | $ 59 ~~79~~ | | DESIGN CATEGORY (1-7) | 7 | CONSTRUCTION BY | |
| TOTAL CONSTRUCTION | | $ 210 ~~276~~ | WORK TYPE (1-12) | 5 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ ~~304~~ | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85 | RECOMMENDED FUNDING SOURCE<br>HBR | RECOMMENDED PROGRAM YEAR<br>1985 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 520 | 550 |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | 1985 |

DEFINE THE PROBLEM

This structure is a wooden structure built in 1931. Present sufficiency rating is 17.5.

PROPOSED SOLUTION

Replace structure with modern concrete structure.

| | | | | |
|---|---|---|---|---|
| REQUESTED. REGION ENGINEER<br>X | DATE<br>10/9/84 | | | |
| APPROVED. ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

# PROJECT PROSPECTUS

## PART 1 — PROJECT REQUEST (Cont.)

**SEE INSTRUCTIONS ON REVERSE**

**KEY ID #** 02662

**SECTION** Green Creek Bridge No. 4019

**REGION** 3

## PROJECT JUSTIFICATION

The existing timber trestle bridge is badly deteriorated, requiring a high level of maintenance. Replacement of the bridge will provide a modern structure with no maintenance requirements for many years and provide a higher level of safety to the traveling public.

The approaches to the structure will need to be widened to install approach guardrail.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02662

SECTION: Green Creek Bridge No. 4019

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | S ~~N~~ | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | S | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) 0 | NEW (#) 0 |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

UTILITIES: 0 (LIST BELOW)

COMPANIES: None

| RIGHT-OF-WAY LIAISON | EASEMENTS (#) | ACCESS CONTROL (Y/N) | DESIGN SPEED | DESIGN STANDARDS |
|---|---|---|---|---|
| 0 | 0 | N | 55 MPH | AASHTO |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | | | | 12' | x | 12' | | | | | | | |
| | | | | 8' ~~10'~~ E | | | 12' | | 12' | | | 8' ~~10'~~ E | | | | |

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 57 | 44 | 108.000<br>~~150,000~~ | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Frank E. [illegible]
Location Engineer
Date 11/30/84

734-1912 (7-82)

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02662

SECTION: Green Creek Bridge No. 4019

REGION: 3

ESTIMATED RIGHT-OF-WAY IMPACTS

No right-of-way will be needed for this project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project is a bridge replacement, which would be consistent with the comprehensive plan. No land use impact is expected.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would increase safety by providing a wider, higher load capacity bridge.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The structure would be replaced during the construction season, which coincides with low runoff. Only minor construction related impacts are anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

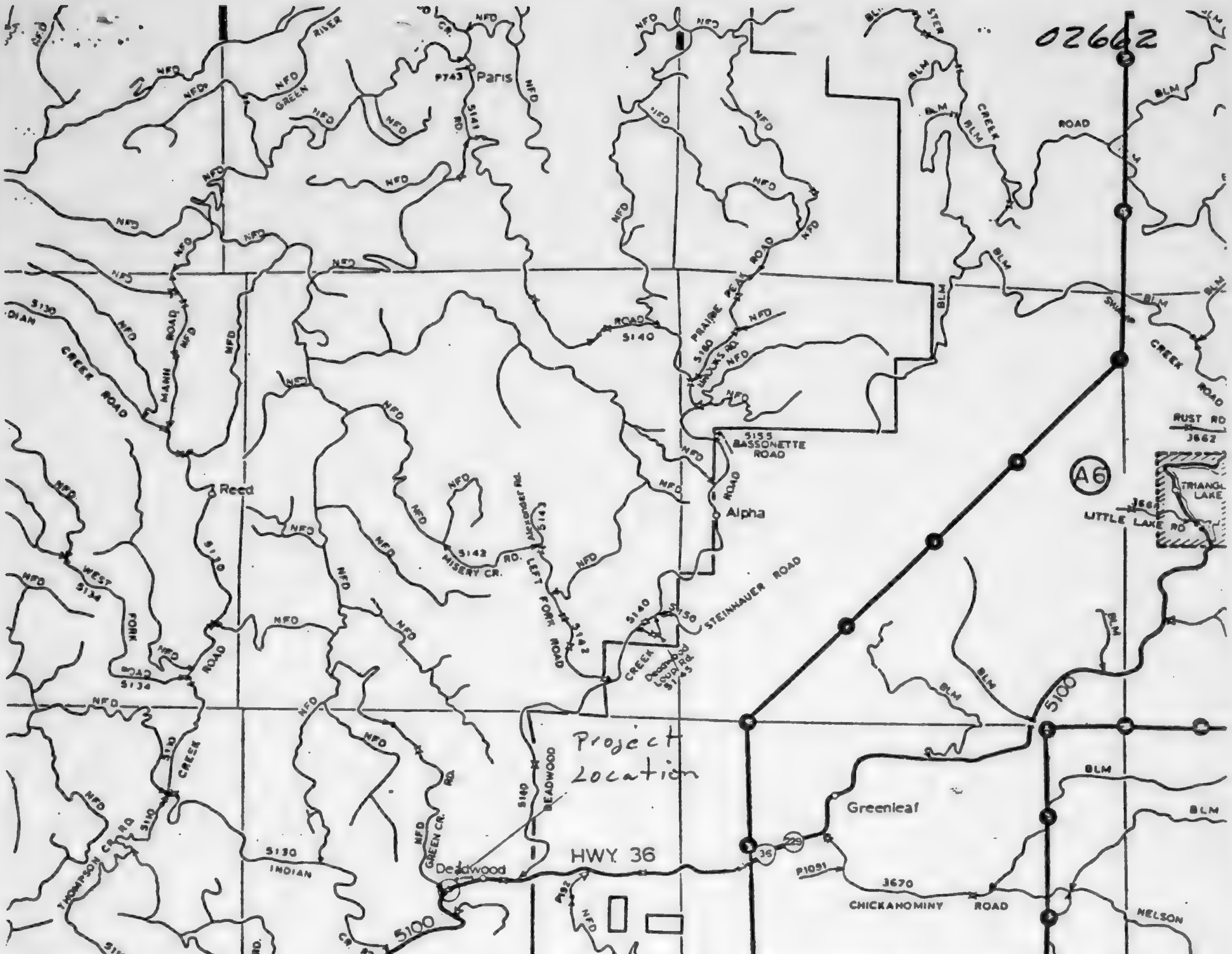
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

State-wide categorical exclusion with minimal potential for impacts to all phases.

OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X Duane Kirby | 440 - 3399 | |

02662


Project Location
HWY. 36
Deadwood
Greenleaf
SWISSHOME
MAPLETON
Paris
Reed
Alpha
Rainrock
Brickerville
Richardson
Walton
Globe
TRIANGLE LAKE
LITTLE LAKE RD
RUST RD
3662
A4
A5
A6
5100
5400
5020
3670
CHICKAHOMINY ROAD
STAGECOACH ROAD
ROUTE "F"
STEINHAUER ROAD
BASSONETTE ROAD
PRAIRIE PEAK ROAD
MISERY CR.
LEFT FORK ROAD
DEADWOOD CREEK
GREEN CR. RD.
INDIAN CR. RD.
WEST FORK ROAD
SUTHERLAND RD.
EAST MAPLETON
RICHARDSON
UPRIVER RD
AUSTA RD
STATE SIUSLAW ROAD
HEMPHILL RD.
KEITH RD
NELSON
SHARPS CREEK ROAD
GREEN RIVER
NFD
BLM
PVT
5130
5140
5142
5155
5110
5134
4390

10/103

[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

DATE: November 6, 1984

TO: Oregon Transportation Commission

FROM: for H.S. Coulter
State Highway Engineer

SUBJECT: Requests for Approval to Add Sixteen Projects to and Remove one from the Six Year Program

On your Agenda for your consideration at the November 20 meeting will be a request to add the following projects to the Six Year Highway Improvement Program.

| | | |
|---|---|---|
| SECTION: | Columbia River Highway Slide Correction (MP 53) | |
| HIGHWAY: | Columbia River | |
| COUNTY: | Hood River | |
| PROGRAM YR: | 1985 | |
| FUNDING: | I-4R | |
| | Total Estimated Cost: | $ 475,000 |

DESCRIPTION: A rock slide recently occurred at M.P. 53 of the Columbia River Highway and inspection shows the potential for future slides. This project would scale the existing rock face and create a bench.

IMPACT: Interstate 4R funds are available, the impact on funding would be minimal.

The following projects to be added are all Highway Bridge Replacement funded. HBR funds are available; the impact will be small.

| | | |
|---|---|---|
| SECTION: | Davis Slough Bridge #6516 | |
| HIGHWAY: | Coos Bay - Roseburg | |
| COUNTY: | Coos | |
| PROGRAM YR: | 1985 Construction | |
| FUNDING: | HBR | |
| | Total Estimated Cost: | $ 106,000 |

DESCRIPTION: Wooden piles and caps are badly deteriorated. The project would replace wood piles and cap with concrete.

Form 734-3122

SECTION: Lampa Creek Bridge #03184
HIGHWAY: Coquille - Bandon
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 675,000

DESCRIPTION: This is a badly deteriorated wooden structure built in 1923. The project is for replacement with a concrete structure.

SECTION: Shingle House Slough Bridge #3166A
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 576,000

DESCRIPTION: This bridge has a wooden substructure situated in the intertidal zone and is subject to limnoria attack. The project is for replacement with a concrete structure.

SECTION: Shingle House Slough Bridge #6514
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 366,000

DESCRIPTION: This bridge has a wooden substructure situated in the intertidal zone and is subject to limnora attack. The project is for replacement with a concrete structure.

SECTION: Tenmile Creek Bridge #0949
HIGHWAY: Oregon Coast (Frontage Road)
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 403,000

DESCRIPTION: This is a wooden structure built in 1924. The project is for replacement with a concrete structure.

SECTION: Creek Bridge #1755C
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 110,000

DESCRIPTION: The present structure is wood, built in 1932. The project is for replacement with a 60" culvert.

SECTION: Creek Bridge #1755I
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 91,000

DESCRIPTION: This is a wooden structure built in 1932. The project is for replacement with double 65" x 40" arch pipe culverts.

SECTION: Creek Bridge #17550
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost $ 213,000

DESCRIPTION: This is a wooden structure built in 1932. The project is for replacement with a concrete structure.

SECTION: Green Creek Bridge #4019
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 276,000

DESCRIPTION: This is a wooden structure built in 1931. The project is for replacement with a concrete structure.

SECTION: R/W Bridge on Lt. #6688
HIGHWAY: Florence - Eugene
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 33,000

DESCRIPTION: This wooden structure is badly deteriorated. The project is for replacement with a concrete bridge or pipe.

SECTION: Washburn Irrig. Ditch Bridge #1755F
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 110,000

DESCRIPTION: This bridge, built in 1932, has a wooden substructure. The project is for replacement with double 81" x 59" arch pipe culverts.

SECTION: Shan Creek Bridge #01672
HIGHWAY: Rogue River Loop
COUNTY: Josephine
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 481,600

DESCRIPTION: This is a wooden structure built in 1927. The project is for replacement with a structure.

SECTION: Smith River Bridge #02129
HIGHWAY: Oregon Coast Highway
COUNTY: Douglas
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 48,000

DESCRIPTION: The wooden deck on the structure is deteriorated. The project calls for replacing the deck with precast concrete and rubberized AC overlay.

SECTION: Warner Canyon Creek (Or. 140) Br. #02344
HIGHWAY: Klamath Falls - Lakeview
COUNTY: Lake
PROGRAM YR: 1986 Construction
FUNDING: HBR
Total Estimated Cost: $ 125,000

DESCRIPTION: The existing structure is obsolete. This project is for replacement with a concrete slab span structure.

SECTION: Birch Creek (Ochoco Hwy.) Br. #05009
HIGHWAY: Ochoco
COUNTY: Wheeler
PROGRAM YR: 1986 Construction
FUNDING: HBR
Total Estimated Cost: $ 90,000

DESCRIPTION: The existing structure is functionally and structurally obsolete. The project is for replacement with a concrete slab span structure.

The following is a request to remove a project from the Six Year Program.

SECTION: Enterprise - Lewiston Hwy. Rockfalls
HIGHWAY: Enterprise - Lewiston
COUNTY: Wallowa
PROGRAM YR: 1987 Construction
FUNDING: FAP
Total Estimated Cost: $ 50,000

DESCRIPTION: Investigation has found no apparent problems due to falling rocks.

IMPACT: Due to a short supply of FAP funds this change will have a positive effect on the Program.

cc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
E.S. Hunter
W.E. Schwartz
G.A. Potter
C.O. Fredrickson
J.H. Versteeg
L.E. George
Cam Gilmour
F.E. Terpin
V.E. Skoog
Region Engineers
George Bell

RM:me

1985 Mapleton-M.P. 25.7 Sec. of 10,107
the Florence-Eugene Highway
(Guardrail)

/ [illegible] jc cc: OSHD (Rulien)

U.S. Department of Transportation
**Federal Highway Administration**

## FINAL ACCEPTANCE REPORT

**STATE COPY**

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>8/7/87 | REPORT MADE BY<br>Richard R. Arnold, Area Engineer | | PROJECT NO.<br>F-25(16) |
| COMPLETION DATE (Actual)<br>11/15/85 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>7/30/86 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>Fixed Date 11/15/85 |
| LOCATION<br>Area Engineer | | | |

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### MAPLETON - M.P. 25.7 SECTION
### FLORENCE - EUGENE HIGHWAY
### Guardrail

This project provided for the installation of 6,250' of type 2A guardrail, embankment widening, aggregate base, 658 tons of Class "C" AC and incidental work common to this type of project on a 9.43 mile section of the Florence-Eugene Highway.

A contract in the amount of $296,987 was awarded to Wildish Corvallis Const. Co. on 8/1/85. Work began on 9/16/85 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 11/15/85 at a final cost of $262,436.37 which includes $231,940.31 for original bid item work, $987.68 for work completed under approved price agreements, $991.62 credit for non specification 1" aggregate, and $30,500 for construction engineering.

The project was completed within the specified completion date of 11/15/85. A copy of the statement of overruns and underruns is attached to the Division Office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
AUG 13 '87
REF.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Richard R. Arnold | | SIGNATURE<br>John T. Price | |
| TITLE<br>Area Engineer | DATE<br>8/10/87 | TITLE<br>District Engineer | DATE<br>8/13/87 |

FORM FHWA 1446B
(Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,107

April 8, 1987

CON 5 - 10,107

Industrial Indemnity Company
Attn: Bond Department
421 SW Sixth Avenue
Portland, OR 97204

On August 7, 1986, we notified you that the final payment would be released after August 12, 1986, on Contract No. 10,107 with Wildish Corvallis Construction Co. for guardrail on the Mapleton-M.P. 25.7 Section of the Florence-Eugene Highway in Lane County.

Our Accounting Office has now notified us that the final contract amount was $231,936.37.

We are sorry for the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cc: Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
James Gix

FKN:slp

10,107

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10107

TO: Commission Services DATE: July 30, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10107, On Site Work Substantially Completed November 15, 1985

All Work Completed July 16, 1986

Project Mapleton - MP 25.7

Highway Florence - Eugene

County Lane

Type of Work Guardrail

Contractor Wildish Corvallis Construction

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-7-86 - Surety letter written.

RECEIVED
AUG 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

# WE LY REPORT FOR CONSTRUCTION OJECTS

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>Mapleton MP 25 7 | | WEEK ENDING<br>July 19, 1986 |
| | | CONTRACT NO<br>C10107 |
| HIGHWAY<br>Florence Eugene | COUNTY<br>Lane | F.A. PROJECT NO<br>F 25 16 |
| CONTRACTOR<br>Wildish Corvallis Const | KIND OF WORK Guard Rail | DATE OF AWARD<br>August 1 1985 |

| PROJECT AUTHORIZATION | | ENGINEERING | |
|---|---|---|---|
| CURRENT AUTHORIZATION | $ 338,442.25 | AUTHORIZATION | $ 26,836.00 |
| | | COST THIS WEEK | $ 0.00 |
| ESTIMATED PROJECT COST | $ 254,959.00 | TOTAL TO DATE | $ 22,300.00 |
| ESTIMATED PERCENT OVERRUN/UNDERRUN | 25.0% | PERCENT OF AUTHORIZATION | 83 % |

FIRST NOTIFICATION DATE: September 16 1985

ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND: November 15 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE: March 13 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| A | 11/15/85 | 1 | 1 | 100 | YES |
| | / / | 0 | 0 | 0 | |
| | / / | 0 | 0 | 0 | |
| | / / | 0 | 0 | 0 | |

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | Project |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 1 cy | 1 tn | 1 tn | | | |
| EST. CORRECTED QUANTITIES | 1 cy | 1 tn | 1 tn | | | |
| EST. PERFORMED TO DATE | 1 cy | 1 tn | 1 tn | | | |
| PERCENT PERFORMED TO DATE | 100 | 100 | 100 | 1 | 1 | 100 |

ACTIVITIES THIS WEEK:

PROJECT COMPLETED NOVEMBER 15 1985

NO ACTIVITIES THIS WEEK

PROJECT VISITORS:

NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

NONE

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Issued 3rd Notification July 16, 1986

FINAL REPORT

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Larry D. Lindley

Larry D Lindley

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,107

VICTOR ATIYEH
GOVERNOR

**Department of Transportation**
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:

CON 5
10107

DATE: March 31, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
E. S. HUNTER

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-25(16)

Contract 10107 Work Completed November 15, 1985

Project Mapleton-M.P. 25.7

Highway Florence-Eugene

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-30-86
3/3

Kristianson
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 23 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:kjm

cc: E. S. Hunter ✓
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL 4

734-2023 (2-85)

[illegible] jc

cc: OSHD (L. W. Rulien)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
- ☐ PROJECT
- ☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Lane | DIVISION<br>Oregon |
| IN COMPANY WITH<br>Doug Green, Project Manager, OSHD | | | |
| DATE OF INSPECTION<br>1/30/86 | INSPECTION MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>F-25(16) |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>100 % | WORK COMPLETED<br>100 % |

## MAPLETON (MP 25.7) SECTION
## FLORENCE – EUGENE HIGHWAY
## Guardrail

This project provided for the installation of 6,500 feet of Type 2A guardrail at various locations, embankment widening, aggregate base, and 800 Tons of Class "C" asphalt concrete pavement. A contract in the bid amount of $296,987 was awarded to Wildish Corvallis Constr. Co. on 8/1/85. Work began on 9/16/85 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 11/15/85 at a final cost of $248,146, which includes $230,416 for original bid item work, $720 for work completed under approved Price Agreements and approximately $17,000 for construction engineering.

All work was completed on the specified completion date of 11/15/85. There was a substantial underrun in the emankment quantitites (50 to 60 percent). The contractor has submitted a claim due to the underrun in embankment quantities which is currently under review by the State.

Based on the results of this inspection, final acceptance of the contract work is recommended.

- WNB -

NOTED
W. E. SCHWARTZ
3/3

RECEIVED
[illegible] HWY ENG
FEB 26 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Form FHWA-1446A
(Rev. 2-84)

jc

cc: OSHD ([illegible]ulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

*(Check appropriate box)*

☒ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
OCT 21 '85
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy 10/22

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Lane | DIVISION<br>Oregon |
| IN COMPANY WITH<br>Doug Green, Project Manager; OSHD | | | |
| DATE OF INSPECTION<br>10-9-85 | INSPECTION MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>F-25(16) |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>See Comments % | WORK COMPLETED<br>25 % |

## MAPLETON (M. P. 25.7) SECTION
## FLORENCE - EUGENE HIGHWAY
## Guardrail

NOTED
W. E. SCHWARTZ

Work to be completed under this contract includes the installation of approximately 6500 feet of Type 2A guardrail at various locations along with embankment widening (9275 C.Y.), aggregate base (3360 tons), and approximately 800 tons of Class "C" asphalt concrete pavement. A contract in the bid amount of $296,987 was awarded Wildish Corvallis Construction Co. on 8-1-85. Contract work began on 9-16-85.

At the time of this inspection the contractor was placing aggregate base rock in the areas of embankment widening. To date approximately 20% of the drainage work, 30% of the embankment widening and 20% of the aggregate base work has been completed. The guardrail subcontractor is expected to begin installing guardrail next week. Under this contract all work is to be completed not later than 11-15-85. At the present time it appears the contractor can meet this completion date.

The project manager indicated all materials incorporated into the work to date have been tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements.

The traffic control measures and equipment being used on the project were reviewed and found to be adequate for the work underway and in reasonably close conformance with the approved traffic control plans and the MUTCD.

- WNB -

10107

STATE COPY

N

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>8-88 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>8-26-85 | STATE<br>Oregon<br>COUNTY<br>Lane<br>PROJECT NO.<br>F-25(16) |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

SR 126 Mapleton - M.P. 25.7 Section

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7/2/85 | 0.0 |

OTHER *(Specify)*

FUNDS Pro-rata 88.15%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 338,442.00 | FEDERAL FUNDS<br>$ 298,336.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Manager, Program Section
*(Title)*
XX For: E. S. Hunter
Acting State Highway Engineer
*(Title)*
By
*(Title)*

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

By Tony Burrow *(Division Administrator)*
For: Dale E. Wilken
**Date executed by Division Administrator** AUG 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon   August 21, 1985

Federal-Aid Project No. F-25(16)

Mapleton-M.P. 25.7 Section
Florence-Eugene Highway
Lane County

## PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Guardrail (M.P. 16.24 to M.P. 25.67)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 25,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 5,000.00 |
| Temporary Signs | Sq. Ft. | 471 | 5.00 | 2,355.00 |
| Temporary Barricades | Each | 4 | 100.00 | 400.00 |
| Flaggers | Hour | 440 | 12.00 | 5,280.00 |
| Pilot Car | Hour | 220 | 29.00 | 6,380.00 |
| Clearing and Grubbing | Lump Sum | All | Lump Sum | 8,000.00 |
| Embankment in Place | Cu. Yd. | 9,275 | 10.00 | 92,750.00 |
| Aggregate Base | Ton | 3,360 | 13.25 | 44,520.00 |
| Class "C" Asphalt Concrete | Ton | 800 | 39.00 | 31,200.00 |
| 12-inch Culvert Pipe | Lin. Ft. | 8 | 35.00 | 280.00 |
| 18-inch Culvert Pipe | Lin. Ft. | 68 | 25.00 | 1,700.00 |
| 24-inch Culvert Pipe | Lin. Ft. | 6 | 70.00 | 420.00 |
| Guardrail, Type 2A | Lin. Ft. | 6,450 | 10.00 | 64,500.00 |
| Guardrail Anchors, Type 1 | Each | 14 | 300.00 | 4,200.00 |
| Guardrail Anchors, Type 1 Modified | Each | 1 | 250.00 | 250.00 |
| Rail End Pieces, Type C | Each | 14 | 75.00 | 1,050.00 |
| Extra for 8-foot Posts | Each | 392 | 6.00 | 2,352.00 |
| Extra for Asphalt Approaches | Each | 15 | 50.00 | 750.00 |
| Delineators, Type 4 | Each | 60 | 10.00 | 600.00 |
| | | | | $ 296,987.00 |

Anticipated Items

| | | |
|---|---|---|
| Roadside Seeding & Mulching | All Required | $ 1,200.00 |
| | Subtotal | $ 298,187.00 |
| | Engineering | 40,255.00 |
| | Total | $ 338,442.00 |

Length of Project -------------------- 0.0 mi.

| | |
|---|---|
| Federal Funds (88.15%) | $ 298,336.00 |
| State Funds | 40,106.00 |
| Total | $ 338,442.00 |

Group 011 = 100%    Group 010 = 0%
Contract No. 10,107
Prefix: C20-1939   Prefix: C10107
Appn Code: 010

CPL:me

10,107

August 16, 1985

CON 5
#10,107

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,107 for guardrail on the Mapleton-M.P. 25.7 Section of the Florence-Eugene Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

arc

Enclosure

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene

*Since 1935*

**WILDISH CORVALLIS CONSTRUCTION CO.**
P. O. BOX 7428
EUGENE, OREGON 97401
(503) 485-1700

July 30, 1985

HAND DELIVERED

Office of Commission Services
Room 121, Transportation Building
Salem, OR 97310

Subject: Mapleton - M.P. 25.7, Florence-Eugene Highway
Bid Date: 7-25-85
Proposed DBE/WBE Contractors

Gentlemen:

On subject project, Wildish anticipates meeting the DBE-4%/WBE-1% goals as follows:

DBE -- Arrow Bros. Corp.
AGC Center #310, 9450 SW Commerce Circle
Wilsonville, OR 97070

| Item No. | Description | Total $ to be Subcontracted |
|---|---|---|
| 1 | Mobilization | $ 1,500.00 |
| 14 | Guard Rail Ty 2A | 64,500.00 |
| 15 | Guard Rail Anchors, Ty 1 | 4,200.00 |
| 16 | Guard Rail Anchors, Ty 1/Modified | 250.00 |
| 17 | Rail End Pcs, Ty C | 1,050.00 |
| 18 | Extra for 8' Posts | 2,352.00 |
| 20 | Delineators, Ty 4 | 600.00 |
| | ARROW BROS. TOTAL | $74,452.00 |

WBE -- Lady's Construction Co.
P. O. Box H
West Linn, OR 97068

| Item No. | Description | Total $ to be Subcontracted |
|---|---|---|
| 3 | Temporary Signs | $ 3,056.79 |
| 4 | Temporary Barricades | 80.00 |
| | LADY'S CONSTRUCTION TOTAL | $ 3,136.79 |

Please notify us of acceptance and award at your earliest convenience.

Very truly yours,

Mark Stuckart

Mark A. Stuckart
Estimator

RECEIVED
JUL 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MAS:cao

cc Thomas Jones

ROAD DESIGN SECTION DES 16

Gary Potter, Manager
Program Section

March 13, 1985

Norman E. Mann
Final Design Supervisor

Project Name Change

The Florence/Eugene Highway Guardrail project in Lane County, (PCS Key No. 02127) will appear on the final plans as follows:

Mapleton-M.P. 25.7 Section
Florence-Eugene Highway
Lane County

This is to better identify the project and its limits.

NEM:bn

cc: Jim Gix
Robert Pool
C. O. Fredrickson
Richard McSwain
Robert Gettis
bcc: N.E.M.

10,107 [illegible] 7-9

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(14)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 50050

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-84
8. FEDERAL ROUTE NUMBER Paimary 25
9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:

FLORENCE/EUGENE HIGHWAY GUARDRAIL PROJECT

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $10,800; Federal Funds $9,520

13. REMARKS

As requested by Mr. Potter's PEA dated October 16, 1984.

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 10/24/84
15. SIGNATURE OF APPROVING OFFICIAL W Christianson
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1985 Reed Service Rd. Br. Sec. 10.108
of Pacific Highway
(Bridge repair)

April 8, 1986

CON 5 - #10,108

Hansen & Rowland
P.O. Box 1633
Tacoma, WA 98401

Contract No. 10,108 awarded to Hamilton Construction Co. (Oregon) for work on the Reed Service Road Bridge Section of the Pacific Highway in Lane County was completed on January 6, 1986, and accepted by the State Highway Division on March 24, 1986.

Final payment in the amount of $6,234.35 will be released to the contractor after April 14, 1986. The total contract amount is $93,313.98 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

10,108

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10108

TO: Robert Gormsen
Manager, Commission Services

DATE: March 24, 1986

FROM: Werner E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10108, On Site Work Substantially Completed October 25, 1985

All Work Completed January 6, 1986

Project Reed Service Road Bridge

Highway Pacific

County Lane

Type of Work Bridge Repair

Contractor Hamilton Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

4-8-86 - Surety letter written.

Noted! [illegible]

[illegible]

RECEIVED
MAR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

RECEIVED
MAR 27 1986
COMMISSIO [illegible] ERVICES
DEPARTMENT OF TRANSPORTATION

10,108

Report No. 18

FORM 73-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Reed Service Road Bridge

WEEK ENDING: January 11, 1986

SECTION PREFIX: C10108

HIGHWAY: Pacific Highway

COUNTY: Lane

NAME OF JOB: Reed Service Road Bridge

KIND OF WORK: Bridge Repair

CONTRACTOR: Hamilton Construction Co.

CONTRACT NUMBER: C10108

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 31, 1985

DATE WORK STARTED: September 9, 1985

ESTIMATED COMPLETION DATE: Job Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS (A)-30(B)-90

CALENDAR DAYS USED (A)-30(B)-70

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: (B) 78%

PROJECT AUTHORIZATION: $ 99,361.10

EXCLUSIVE OF ENGINEERING: $ 90,683.27

ENGINEERING AUTHORIZATION: $ 8,677.83

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 92,079.63

ENGINEERING COST TO DATE: $ 11,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102%

ESTIMATED PERCENT: Overrun . . . . . 2.3 %

PERCENT OF AUTHORIZATION . . . . . 126.8 %

DATE PROJECT WAS COMPLETED: 10/25/85

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 8173A | | | | | | | |
| PERCENT | 100% | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Report #18

| | |
|---|---|
| C10108 | **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** 1/11/86 |
| 1/5/86<br>SUNDAY | Job Complete. |
| 1/6/86<br>MONDAY | Job Complete. |
| 1/7/86<br>TUESDAY | Job Complete. |
| 1/8/86<br>WEDNESDAY | Job Complete. |
| 1/9/86<br>THURSDAY | Job Complete. |
| 1/10/86<br>FRIDAY | Job Complete. |
| 1/11/86<br>SATURDAY | Job Complete. |

**REMARKS**

1st Notification - 9/9/85

2nd Notification - 10/25/85

3rd Notification - 1/6/86.

This will be the last report.

SIGNED for Charles F. Hemenway, Project Manager LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

**HAMILTON CONSTRUCTION CO.**
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

August 29, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

RE: Reed Service Road Bridge
Change from original letter dated 7/29/85
OSHD Contract No. 10,108

Gentlemen:

MBE REQUIREMENT - 8%

| | |
|---|---|
| Bid Item 2 - Temporary Protection | $ 821.00 |
| Bid Item 3 - Temporary Signs | $2,679.00 |
| Bid Item 8 - Sequential Arrow Signs | $2,586.00 |
| Bid Item 9 - Flaggers | $1,120.00 |
| | $7,206.00 = 8.3% |

In compliance with Paragraph 5 of the Supplemental Required Contract Provisions, we offer the above documentation of our utilization of DBE for the above job, as revised this 29th day of August, 1985.

Our utilization exceeds the assigned goal. we request your approval of our documentation.

RECEIVED
SEP -3 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Very truly yours,
HAMILTON CONSTRUCTION CO.

Tom Deines

TOM DEINES
Project Manager

cc Thomas Jones
please reply

TD:kp
CC: 927

#55

MEMBER: ASSOCIATED GENERAL CONTRACTORS

10,108

August 16, 1985

CON 5
#10,108

Hamilton Construction Co. (Oregon)
P. O. Box 639
Springfield, OR 97477

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

**Contract No. 10,108 for bridge repair on the Reed Service Road Bridge Section of Pacific Highway in Lane County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

alp
Enclosure

cc: Hansen and Rowland
P. O. Box 1633
1019 Pacific Avenue
Tacoma, WA 98401

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
C. F. Hemenway

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

July 29, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

RE: Reed Service Road Bridge

In compliance with Paragraph 5 of the Supplemental Required Contract Provisions, we offer the following documentation of our utilization of DBE/MBE/WBE for the above job:

WBE Requirement 2%

| | | |
|---|---|---|
| Bid Item 12 - Reinforcements - | Service Steel -<br>P. O. Box 37<br>Keno, Oregon 97627 | $2901. - 3.3% |

MBE Requirement - 8%

| | | |
|---|---|---|
| Bid Item 2 - Temporary Protection - | Romero/Cabrera -<br>950 E. 37th Ave.<br>Eugene, Oregon 97405 | $2710. |
| Bid Item 3 - Temporary Sign | | $1496. |
| Bid Item 10 - Bridge Removal Work - | Shur Way Inc. -<br>P. O. Box 1908<br>Eugene, Oregon 97440 | $3,000. |
| | | $7,206.= 8.3% |

Our utilization exceeds the assigned goals. We request your approval of our documentation.

Jack Hamilton
JACK HAMILTON
EEO MBE/WBE Officer

RECEIVED
JUL 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC Thomas Jones

MEMBER: ASSOCIATED GENERAL CONTRACTORS

#55

11,100

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO

NOTED
W. E. SCHWARTZ

Date: June 7, 198~~4~~5

To: Oregon Transportation Commission

Robert Bothman
From: H.S. Coulter for
State Highway Engineer

Subject: Identification of Two New Projects for Construction.

On your Agenda at the June 20 meeting will be a request to identify the following two projects for funding in the Six-Year Program.

| | | |
|---|---|---|
| **SECTION:** | The Dalles/California and Willamette Highways Seal Projects | |
| HIGHWAY: | The Dalles-California & Willamette | |
| COUNTY: | Deschutes, Klamath & Lane | |
| PROGRAM YR: | 1986 Construction | |
| FUNDING: | State | |
| | Total Estimated Cost: | $2,500,000 |
| DESCRIPTION: | Winter weather has caused ravelling of several sections. This project will cold plane raveled areas, replace bridge deck membranes, and provide chip seals. | |
| IMPACT: | Funds will be available. | |

| | | |
|---|---|---|
| **SECTION:** | Reed Service Road U'Xing Bridge #8173 | |
| HIGHWAY: | Pacific | |
| COUNTY: | Lane | |
| PROGRAM YR: | 1985 Construction | |
| FUNDING: | State | |
| | Total Estimated Cost: | $ 100,000 |
| DESCRIPTION: | Structure was severely damaged by truck collision. Project would repair damaged beams and make other related repairs. | |
| IMPACT: | Funds will be available. | |

cc Fred D. Miller
R.W. Gormsen
R.N. Bothman
E.S. Hunter
W.E. Schwartz
G.A. Potter
C.O. Fredrickson
D.O. Christensen
L.E. George
Cam Gilmour
R.C. Pool
V.E. Skoog
Region Engineers
George Bell

1985 Willow Creek (Robertson) 10,109
Bridge Sec. on 9th Ave. E. (County Rd.)
(Grading & structure)

C&A - 8269 - 11-13-84

10,109

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** DATE: September 21, 1988

COUNTY: MALHEUR AGREEMENT NO: 8269 PROJECT NO: BROS-2300(11 & 13

CONTRACT NO: 10109 SECTION: Willlow Creek (Roberson) Br.

PRELIMINARY ENGINEERING (Prefix No. C223-1915):

| | Participating | Nonparticipating |
|---|---|---|
| Project Manager | $ 4,712.48 | $ 76.64 |
| Final Design | $ 4,138.48 | |
| Region Utility Liaison | $ 138.68 | |
| Location | $ 1,166.46 | |
| Program Section | $ 88.49 | |
| Administrative Services | $ 115.48 | |
| Environmental | $ 42.08 | |
| Structure Foundation | $ 3,473.98 | |
| Free Bridge Design | $ 3,709.26 | |
| Free Specifications | $ 1,487.34 | |
| R/W Utility Engineer | $ 15.83 | |
| Surface Design Engineer | $ 138.17 | |
| Hydraulics | $ 3,998.05 | |
| TOTAL P.E. Cost | $ 23,224.78 | $ 76.64 |
| Less Free Br. Design & Specs. | $ (5,196.60) | $ -0- |
| TOTAL P.E. Cost to County | $ 18,028.18 | $ 76.64 |

Construction Prefix C10109)

| | Participating | Nonparticipating |
|---|---|---|
| Payment to the Contractor | $ 95,057.05 | |
| Interest on Final Payment | $ | $ 59.04 |
| Field Engineering | $ 8,318.79 | $ 397.60* |
| Region Office | $ 601.48 | |
| Construction Office | $ 224.38 | $ |
| Technical Services | $ 304.64 | |
| Program Section | $ 18.53 | |
| Materials Testing | $ 633.24 | |
| Permit Preparation | $ 10.55 | $ |
| TOTAL CONSTRUCTION COSTS | $105,168.66 | $ 456.64 |

SUMMARY:

| | |
|---|---|
| Participating PE Cost | $ 18,028.18 |
| Participating Construction Cost | $ 105,168.66 |
| TOTAL PARTICIPATING COST | $ 123,196.84 |

| | | |
|---|---|---|
| Federal Funds: | | |
| P.E. (80%) | $ 14,422.54 | |
| Construction (80%) | $ 84,134.93 | $ (98,557.47) |
| Subtotal | | $ 24,639.37 |
| Less State Share Const.(only) | | $ (10,516.86) |
| Plus Nonparticipating County Cost | | $ 533.28 |
| Less State Share of Nonparticipating Field Engineering Cost | | $ (395.36)* |

DG/dg/Itemized Statement of Final Costs

|  |  |  |
|---|---|---|
| Less County's Advance Deposits: |  |  |
| P.E. AD # 84-109 | $ 5,400.00 |  |
| Construction AD # 85-86 | $ 9,300.00 | $ (14,700.00) |
| REFUND DUE COUNTY |  | $ (439.57) |

* This project was let July 25, 1985 so State paid 1/2 match on construction cost. $393.12 in project manager costs were received after the final voucher was approved by FHWA. These costs will be charged to the State. P.E. charges for Free Bridge Design & Spec's were transfered (wrong). $1,913.76 & $1,487.34 were to be transferred into 927 & 929.

DG/dg/Itemized Statement of Final Costs

REFUND OF PROJECT NUMBER BROS-2300 (11)

TC: 300 AGENCY: 02

DOC-NO: RW

INV/DOC-DATE: 10 13 89

VENDOR NUMBER: 52805-00

VENDOR NAME: Malheur County

INV-NO:

UNIT: 9901

EXPENDITURE ACCOUNT: RVF01666

SUBJOB: 000

AT: 02

SOURCE: : 844010

AGY SRC: 10

AMOUNT: $ 439.57

PREPARED BY: D Galida

APPROVED BY:

DATE: 10-16-89

PLEASE RETURN WARRANT TO: Diane Galida

REASON FOR PAYMENT: Refund due County (see attached)

```
REPORT NO: FMBL824-2                  OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE    32
                                                HIGHWAY DIVISION                                    RUN 10/11/89 23:08
                                                BILLING STATEMENT
CUSTOMER:          MALHEUR COUNTY

LOCAL AGREEMENT:  8269        MALH CO/WILW CR ROBN                    BILLING PERIOD: 09/20/89 TO 10/11/89

 TRANS   DOCUMENT    DOCUMENT       -----------TRANSACTION AMOUNT---------    ADVANCE DEPOSIT        NET AMOUNT
 TYPE      DATE       NUMBER                CHARGES          PAYMENTS              BALANCE                  DUE

F01666-02  MALH CO/WILW CR ROBN

 CHG ===PREVIOUSLY REPORTED ===>          3,682.20

F01666-02 AGREEMENT END OF PERIOD         3,682.20
==================================================================================================================

F03732-01  MALHR CO/WILW CR(ROB

 CHG ===PREVIOUSLY REPORTED ===>         21,095.02
 CHG      10-11-89   PB101189-00         10,570.15-

F03732-01 AGREEMENT END OF PERIOD        10,516.07
==================================================================================================================

F03732-02  MALHR CO/WILW CR(ROB

 CHG ===PREVIOUSLY REPORTED ===>              0.00
 CHG      10-11-89   PB101189-00             61.20

F03732-02 AGREEMENT END OF PERIOD            61.20
==================================================================================================================

                                    ------------------ ------------------ ------------------ ------------------
LOCAL AGREEMENT TOTAL                    14,260.43          14,700.00             439.57               0.00
                                                                                            ==================
                JOB COST SUMMARY RUN ON  09-16-88
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                 CHARGES ARE CURRENT TO 09/10/88

                                     CREW        CURRENT       BALANCE TO
EA          ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--          -------- ---------- ------       -------       ----------
C2231915 020      598        0632                            103.65
ACTIVITY   020                                                               103.65 SUBTOTAL

C2231915 899      194        0100                             45.97
C2231915 899      199        0530                             21.94
C2231915 899      299        0100                          19,963.10 ***
C2231915 899      504        0100                             19.75
ACTIVITY   899                                                            20,050.76 SUBTOTAL

C2231915 900      001        8052
C2231915 900      150        8052                             15.15
C2231915 900      151        8052                              3.73
C2231915 900      246        8052                             17.53
C2231915 900      248        8052                              9.06
ACTIVITY   900                                                                45.47 SUBTOTAL

C2231915 903      001        7421                            148.72
C2231915 903      001        7430                            836.98
C2231915 903      001        7440                            160.51  1913.76
C2231915 903      001        7460                            318.47
C2231915 903      504        0100                             10.20
C2231915 903      598        0632                          1,913.76 — wrong
ACTIVITY   903                                                             3,388.64 SUBTOTAL

C2231915 905      001        7000                              9.24
C2231915 905      001        7340                            129.23
C2231915 905      001        7363                             78.01
C2231915 905      130        7300                              6.00
C2231915 905      504        0100                             21.16
ACTIVITY   905                                                               243.64 SUBTOTAL

C2231915 921      001        7200                            489.36
C2231915 921      030        7200                             92.29
C2231915 921      136        0500                            338.18
C2231915 921      501        7200                            125.50
C2231915 921      504        0100                            110.20
C2231915 921      598        0632                         ~~-1,487.34~~
ACTIVITY   921                                                             ~~2,642.87~~ SUBTOTAL

C2231915 927      504        0100                             48.15
C2231915 927      598        0632                         -1,913.76
ACTIVITY   927                                                            -1,865.61 SUBTOTAL

C2231915 929      598        0632                         -1,487.34

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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               JOB COST SUMMARY RUN ON  09-16-88
            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                   PAYROLL CHARGES ARE LOADED
                CHARGES ARE CURRENT TO 09/10/88

                                  CREW        CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--        -------- ---------- ------       -------      ----------
ACTIVITY   929                                                        -1,487.34 SUBTOTAL

C2231915 937      001        7143                              89.56
ACTIVITY   937                                                            89.56 SUBTOTAL

EA         C2231915 TOTAL                                             23,211.64


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
                                      223   1911    933     00 P 1       1.45CR          321.31           321.31
                                      223   1911    937     00 P 1     122.22          3,022.63         3,022.63
                                                    TOT     P1       6,086.85         21,361.90        21,361.90
                                                    TOT     N1                             6.25             6.25
                                                 ** JOB TOTALS **    6,086.85  **     21,368.15  **    21,368.15  **

 WILLOW CR (ROE'N)B#45C108    CONT NO      FA PROJ NOS BROS2300011 100                                                STATE
                                      223   1915    296     00 N 9   3,135.39CR       11,892.13CR      11,892.13CR
                                      223   1915    298     00 N 9   3,135.39         11,892.13        11,892.13
                                      223   1915    901     00 P 1       7.90          4,237.85         4,237.85
                                      223   1915    901     00 N 1                        72.91            72.91
                                      223   1915    905     00 P 1   1,046.83          3,894.84         3,894.84
                                      223   1915    906     00 P 1     430.78            438.88           438.88
                                      223   1915    914     00 P 1        .63CR          138.68           138.68
                                      223   1915    918     00 P 1       5.19CR        1,166.46         1,166.46
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                     JUNE 1985         PAGE  957

                                                                               FISCAL          GRAND TOTAL
     DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE      TO DATE
                                      223   1915    920     00 P 1      88.49             88.49            88.49
                                      223   1915    921     00 P 1     331.81            331.81           331.81
                                      223   1915    922     00 P 1     115.48            115.48           115.48
                                      223   1915    923     00 P 1      42.08             42.08            42.08
                                      223   1915    926     00 P 1     504.88          3,473.98         3,473.98
                                      223   1915    927     00 P 1   1,115.78          1,795.50         1,795.50
                                      223   1915    932     00 P 1      15.83             15.83            15.83
                                      223   1915    933     00 P 1        .63CR          138.17           138.17
                                      223   1915    937     00 P 1   1,332.09          3,908.49         3,908.49
                                      223   1915    950     00 P 1        .47CR          103.65           103.65
                                                    TOT     P1       5,025.03         19,890.19        19,890.19
                                                    TOT     N1                            72.91            72.91
                                                 ** JOB TOTALS **    5,025.03  **     19,963.10  **    19,963.10  **

 JORDAN CRK DANNER BR         CONT NO      * FA PROJ NOS SOS 2300002 100                                              STATE
                                      223   1979    296     00 N 9                                     15,120.53CR
                                      223   1979    297     00 N 9                                      1,172.68
                                      223   1979    298     00 N 9                                     13,947.85
                                      223   1979    901     00 P 1                                      3,381.55
                                      223   1979    901     00 N 1                                         14.14
                                      223   1979    905     00 P 1                                      1,691.88
                                      223   1979    914     00 P 1                                        131.39
                                      223   1979    918     00 P 1                                      2,138.60
                                      223   1979    920     00 P 1                                        115.73
                                      223   1979    922     00 P 1                                         26.32
                                      223   1979    923     00 P 1                                        259.82
                                      223   1979    926     00 P 1                                      2,056.26
                                      223   1979    927     00 P 1                                      4,970.73
                                      223   1979    929     00 P 1                                      1,045.20
                                                    TOT     P1                                         15,817.48
```

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                                JOB COST SUMMARY RUN ON  09-19-88
                            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                   PAYROLL CHARGES ARE LOADED
                                 CHARGES ARE CURRENT TO 09/17/88

                                             CREW   MSA          CURRENT         BALANCE TO
EA        SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER  FIELD          MONTH            DATE
--        ------  --------  ----------  ------  -----          -------       ----------
C10109    000     010       001         0813                                     128.87
C10109    000     010       001         0821                                      95.51
OBJ-DETAIL 001                                                                   224.38

ACTIVITY  010                                                                    224.38 SUBTOTAL

C10109    000     020       001         4061                                     282.84
OBJ-DETAIL 001                                                                   282.84

C10109    000     020       598         4000                                    -282.84
OBJ-DETAIL 598                                                                  -282.84

ACTIVITY  020                                                                           SUBTOTAL

C10109    000     899       136         0500                                      13.48
OBJ-DETAIL 136                                                                    13.48

C10109    000     899       267         7000                                      50.00
OBJ-DETAIL 267                                                                    50.00

C10109    000     899       302         R
OBJ-DETAIL 302

C10109    000     899       504         0100                                      33.70
C10109    000     899       504         7460                                       5.00
C10109    000     899       504         8052                                      12.60
OBJ-DETAIL 504                                                                    51.30

C10109    000     899       550         8214                                      12.00
OBJ-DETAIL 550                                                                    12.00

C10109    000     899       555         0521                                      14.23
OBJ-DETAIL 555                                                                    14.23

ACTIVITY  899                                                                    141.01 SUBTOTAL

C10109    000     900       001         5000                                     343.64
C10109    000     900       001         5011                                     189.82
C10109    000     900       001         8020                                     383.04
C10109    000     900       001         8052                                   6,905.43
OBJ-DETAIL 001                                                                 7,821.93

C10109    000     900       030         8052                                     183.13

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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141.01 +

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                 JOB COST SUMMARY RUN ON  09-19-88
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 09/17/88

                                          CREW   MSA        CURRENT     BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH         DATE
--         ------ -------- ---------- ------ -----        -------    ----------
OBJ-DETAIL 030                                                           183.13

C10109     000     900        130       8052                              11.00
OBJ-DETAIL 130                                                            11.00

C10109     000     900        150       8052                              24.93
OBJ-DETAIL 150                                                            24.93

C10109     000     900        240       8052                             236.34
OBJ-DETAIL 240                                                           236.34

C10109     000     900        244       8052                              84.30
OBJ-DETAIL 244                                                            84.30

C10109     000     900        246       8052                              26.68
OBJ-DETAIL 246                                                            26.68

C10109     000     900        248       8052                              23.41
OBJ-DETAIL 248                                                            23.41

C10109     000     900        450       8052                              20.55
OBJ-DETAIL 450                                                            20.55

C10109     000     900        470       8022                              59.66
C10109     000     900        470       8052                               1.84
OBJ-DETAIL 470                                                            61.50

C10109     000     900        548       8052                             236.60
OBJ-DETAIL 548                                                           236.60

C10109     000     900        550       5011                              32.00
C10109     000     900        550       8052                             293.25
OBJ-DETAIL 550                                                           325.25

ACTIVITY   900                                                  9,055.62 SUBTOTAL

C10109     000     901        001       7365                              70.71
C10109     000     901        001       7430                              49.73
C10109     000     901        001       7460                             111.17
OBJ-DETAIL 001                                                           231.61

C10109     000     901        504       7363                               9.48
OBJ-DETAIL 504                                                             9.48

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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393.12

Project MANAGER Cost AFTER

Project WAS FINALED

```
                         JOB COST SUMMARY RUN ON  09-19-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 09/17/88

                                        CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----         -------        ----------
ACTIVITY   901                                                              241.09 SUBTOTAL

C10109   000    905      001        7000                                    19.29
OBJ-DETAIL 001                                                              19.29

ACTIVITY   905                                                              19.29 SUBTOTAL

C10109   000    914      001        7700                                    44.26
OBJ-DETAIL 001                                                              44.26

ACTIVITY   914                                                              44.26 SUBTOTAL

C10109   000    920      001        0600                                    18.53
OBJ-DETAIL 001                                                              18.53

ACTIVITY   920                                                              18.53 SUBTOTAL

C10109   000    940      001        8213                                    42.96
C10109   000    940      001        8221                                    78.68
OBJ-DETAIL 001                                                             121.64

C10109   000    940      550        8213                                     4.60
OBJ-DETAIL 550                                                               4.60

C10109   000    940      551        8052                                   115.00
C10109   000    940      551        8213                                    94.00
C10109   000    940      551        8215                                   298.00
OBJ-DETAIL 551                                                             507.00

ACTIVITY   940                                                             633.24 SUBTOTAL

C10109   000    964      001        7000                                    10.55
OBJ-DETAIL 001                                                              10.55

ACTIVITY   964                                                              10.55 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                 10,387.97

C10109   001    899      349        8052                                    59.04
OBJ-DETAIL 349                                                              59.04

ACTIVITY   899                                                              59.04 SUBTOTAL

C10109   001    900      151        8052                                     4.48

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  09-19-88
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 09/17/88

                                         CREW   MSA         CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----         -------       ----------
OBJ-DETAIL 151                                                                4.48

ACTIVITY   900                                                                4.48 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                      63.52

C10109   011    899      199        8052                                     56.72
OBJ-DETAIL 199                                                               56.72

C10109   011    899      300        8052                                 95,057.05
OBJ-DETAIL 300                                                           95,057.05

C10109   011    899      302        R
OBJ-DETAIL 302

ACTIVITY   899                                                           95,113.77 SUBTOTAL

C10109   011    900      130        8067                                      3.05
OBJ-DETAIL 130                                                                3.05

C10109   011    900      146        5100                                     36.01
OBJ-DETAIL 146                                                               36.01

C10109   011    900      574        8042                                     20.98
OBJ-DETAIL 574                                                               20.98

ACTIVITY   900                                                               60.04 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                  95,173.81

EA         C10109 TOTAL                                                 105,625.30


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

JOB COST SUMMARY RUN ON 09-16-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/10/88

| EA | ACTIVITY | OBJ-DETAIL | CREW NUMBER | CURRENT MONTH | BALANCE TO DATE | | |
|---|---|---|---|---|---|---|---|
| C10109 | 010 | 001 | 0813 | | 128.87 | | |
| C10109 | 010 | 001 | 0821 | | 95.51 | | |
| ACTIVITY | 010 | | | | | 224.38 SUBTOTAL | construction office |
| C10109 | 020 | 001 | 4061 | | ~~282.84~~ | | |
| C10109 | 020 | 598 | 4000 | | ~~-282.84~~ | | |
| ACTIVITY | 020 | | | | | SUBTOTAL | |
| C10109 | 899 | 136 | 0500 | | 13.48 | | |
| C10109 | 899 | 199 | 8052 | | 56.72 | | |
| C10109 | 899 | 267 | 7000 | | 50.00 | | |
| C10109 | 899 | 300 | 8052 | | ~~95,057.05~~ | | |
| C10109 | 899 | 302 | R | | | | |
| C10109 | 899 | 349 | 8052 | | ~~59.04~~ | | |
| C10109 | 899 | 504 | 0100 | | 33.70 | | |
| C10109 | 899 | 504 | 7460 | | 5.00 | | |
| C10109 | 899 | 504 | 8052 | | 12.60 | | |
| C10109 | 899 | 550 | 8214 | | 12.00 | | |
| C10109 | 899 | 555 | 0521 | | 14.23 | | |
| ACTIVITY | 899 | | | | | 95,313.82 SUBTOTAL | |
| C10109 | 900 | 001 | 5000 | | 343.64 | | Region |
| C10109 | 900 | 001 | 5011 | | 189.82 | | |
| C10109 | 900 | 001 | 8020 | | 383.04 | | |
| C10109 | 900 | 001 | 8052 | | 6,905.43 | | |
| C10109 | 900 | 030 | 8052 | | 183.13 | | |
| C10109 | 900 | 130 | 8052 | | 11.00 | | |
| C10109 | 900 | 130 | 8067 | | 3.05 | | |
| C10109 | 900 | 146 | 5100 | | 36.01 | | Region |
| C10109 | 900 | 150 | 8052 | | 24.93 | | |
| C10109 | 900 | 151 | 8052 | | 4.48 | | NSN |
| C10109 | 900 | 240 | 8052 | | 236.34 | | |
| C10109 | 900 | 244 | 8052 | | 84.30 | | |
| C10109 | 900 | 246 | 8052 | | 26.68 | | |
| C10109 | 900 | 248 | 8052 | | 23.41 | | |
| C10109 | 900 | 450 | 8052 | | 20.55 | | |
| C10109 | 900 | 470 | 8022 | | 59.66 | | |
| C10109 | 900 | 470 | 8052 | | 1.84 | | |
| C10109 | 900 | 548 | 8052 | | 236.60 | | |
| C10109 | 900 | 550 | 5011 | | 32.00 | | Region |
| C10109 | 900 | 550 | 8052 | | 293.25 | | |
| C10109 | 900 | 574 | 8042 | | 20.98 | | |
| ACTIVITY | 900 | | | | | 9,120.14 SUBTOTAL | |

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

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                 JOB COST SUMMARY RUN ON  09-16-88
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 09/10/88

                                  CREW          CURRENT       BALANCE TO
EA        ACTIVITY  OBJ-DETAIL  NUMBER         MONTH          DATE
--        --------  ----------  ------        -------      ----------
C10109    901       001         7365                            70.71
C10109    901       001         7430                            49.73
C10109    901       001         7460                           111.17
C10109    901       504         7363                             9.48
ACTIVITY    901                                                          241.09 SUBTOTAL

C10109    905       001         7000                            19.29
ACTIVITY    905                                                           19.29 SUBTOTAL

C10109    914       001         7700                            44.26
ACTIVITY    914                                                           44.26 SUBTOTAL

C10109    920       001         0600                            18.53
ACTIVITY    920                                                           18.53 SUBTOTAL

C10109    940       001         8213                            42.96
C10109    940       001         8221                            78.68
C10109    940       550         8213                             4.60
C10109    940       551         8052                           115.00
C10109    940       551         8213                            94.00
C10109    940       551         8215                           298.00
ACTIVITY    940                                                          633.24 SUBTOTAL

C10109    964       001         7000                            10.55
ACTIVITY    964                                                           10.55 SUBTOTAL

EA        C10109 TOTAL                                               105,625.30

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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304.64

10,109

## OREGON STATE HIGHWAY DIVISIO

ITEMIZED STATEMENT OF FINAL COSTS DATE: September 21, 1988

COUNTY: MALHEUR AGREEMENT NO: 8269 PROJECT NO: BROS-2300 (11&13)

CONTRACT NO: 10109 SECTION: Willow Cr. (Roberson) Br.

PRELIMINARY ENGINEERING PREFIX C223-1915)

| | Participating | Nonparticipating |
|---|---|---|
| Project Manager | $ 4,712.47 | $ 96.64 |
| Final Design | 4,138.48 | |
| Region Utility Liaison | 138.68 | |
| Location | 1,166.46 | |
| Program Section | 88.49 | |
| Administrative Services | 115.48 | |
| Environmental | 42.08 | |
| Structure Foundation | 3,473.98 | |
| Free Bridge Design | 3,709.26 | |
| Free Specifications | 1,487.34 | |
| R/W Utility Engineer | 15.83 | |
| Surface Design Engineer | 138.17 | |
| Hydraulics | 3,998.05 | |
| Total P.E. Cost | $ 23,224.77 | $ 96.64 |
| Less Free Bridge Design & Spec's | (5,196.60) | -0- |
| Total P.E. Cost to County | 18,028.17 | 96.64 |
| Construction Prefix C10109 | | |
| Payment to the Contractor | $ 95,057.05 | |
| Interest on Final Payment | | $ 59.04 |
| Field Engineering | 8,318.79 | 397.60* |
| Region Office | 601.47 | |
| Construction Office | 224.38 | |
| Technical Service | 304.64 | |
| Program Section | 18.53 | |
| Materials Testing | 633.24 | |
| Permit Preperation | 10.55 | |
| Total Construction Costs | $ 105,168.65 | $ 456.64 |

Summary

| | | |
|---|---|---|
| Participating PE Cost | | $ 18,028.17 |
| Participating Construction Cost | | 105,168.65 |
| Total Participating Cost | | $ 123,196.82 |
| Federal Funds | | |
| PE (80%) | $ 14,422.54 | |
| Construction (80%) | 84,134.93 | ( 98,557.47) |
| Subtotal | | 24,639.35 |
| Less State Share Const. Const (only) | | (10,516.86) |
| Plus Nonparticipating County Cost | | 553.28 |
| Less State share of Nonparticipating Field Engineering Cost | | (395.36)* |
| Less County Advance Deposit | | |
| P.E. AD #84-109 | $ 5,400.00 | |
| Const. AD #85-86 | 9,300.00 | ( 14,700.00) |
| REFUND DUE COUNTY | | $( 419.59) |

*This project was Let July 25, 1985 so State paid 1/2 match on construction cost. $393.12 in project manager costs were recieved after the final voucher was approved by FHWA. These costs will be charged to the State. P.E. charges for Free Bridge Design & Spec's were transfered (wrong). 1,913.76 & 1,487.34 were to be transfered into 927 & 929.

MKS:pk

- 10,109

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

**STATE VOUCHER NO.**

**FHWA VOUCHER NO.**

**APPROPRIATION**

**FHWA SCHEDULE NO.**

**THE UNITED STATES, DR., TO** *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

**ADDRESS**
Capitol Building
Salem, OR 97310

**PAID BY**

*(For use of Paying Office)*

**STATE**
Oregon

**VOUCHER TYPE** *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

**VOUCHER PERIOD**
FROM 6/28/85
TO 10/29/86

**FEDERAL AID PROJECT NO.**
BROS-2300(13)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

117

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| 105,232.18 | 105,168.66 | 80% | 84,134.93 | 84,134.93 | -0- |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| Oregon | 2/19/87 | Acting Controller |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

**AMOUNT SUBMITTED** 0.00
**ADJUSTMENTS**
**AMOUNT APPROVED**

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | WILLOW CREEK (ROBERTSON) BRIDGE SECTION<br>COUNTY ROAD<br>MALHEUR COUNTY | | | | | |
| | Construction<br>Type Code X080<br>Structure, Br. #15690A (Sta. 10+25) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $ 95,057.05 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | $ 10,111.61 | |
| | **TOTAL PARTICIPATING PROJECT COST** | | | | **$105,168.66** | |
| | Non Participating Project Cost | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $ 59.04 | |
| | Construction Engineering | All Reuqired | | | 4.48 | |
| | **TOTAL NON PARTICIPATING PROJECT COST** | | | | **$ 63.52** | |
| | TOTAL PROJECT COST | | | | **$105,232.18** | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 2/12/87. | | | | | |
| | **AMOUNT CARRIED FORWARD .....** | | | | | |

15,103

**ORIGINAL**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

**Appropriation:**

**The United States, Dr., TO** Treasurer of the State of Oregon

**Address** Capitol Building, Salem, Oregon 97310

**D.O. VOUCHER NO.**

**STATE VOUCHER NO.**

**DATE**

**FHWA SCHEDULE NO.**

**PAID BY**

| | |
|---|---|
| **STATE**<br>Oregon | **FEDERAL AID PROJECT NO.**<br>BROS-2300(11) |
| **PROGRAM APPROVED** | **VOUCHER PERIOD**<br>From: 12-12-84 To: 7-01-85 |

**FINANCIAL DATA**

117

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $23,321.4 | $23,224.77 | 80% | $18,579.82 | $18,579.82 | $ 0.00 |

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* Controller *Authorized Officer* 11/3/86 *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ $ 0.00

*Adjustments* $

*Amount Approved* $

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | **WILLOW CREEK (ROBERTSON) BRIDGE SECTION** | | | | | |
| | **COUNTY ROAD** | | | | | |
| | **MALHEUR COUNTY** | | | | | |
| | **Preliminary Engineering**<br>**Type Code P.E.** | | | | | |
| | State | All Required | | | $23,224.77 | |
| | **Total Participating Project Cost** | | | | **$23,224.77** | |
| | **Non Participating Project Cost** | | | | | |
| | State | All Required | | | $ 96.64 | |
| | **Total Project Cost** | | | | **$23,321.41** | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 10/30/86. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

10109 jc cc: OSHD (Rulien)

STATE COPY 10109

U.S. Department of Transportation
**Federal Highway Administration**

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Malheur | DIVISION<br>Oregon |
| DATE OF REPORT<br>OCT 28 '86 | REPORT MADE BY<br>C. O. Fredrickson, Construction Engineer | | PROJECT NO.<br>BROS-2300(13) |
| COMPLETION DATE (Actual)<br>Dec. 13, 1985 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>June 16, 1986 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>December 15, 1986 |

LOCATION **Willow Creek (Robertson) Bridge located approximately 2 miles east of Willow Creek on County Road No. 742.**

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construct Bridge No. 15690A to replace existing timber structure.

   B. Grading to construct roadway.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Douglas S. Coats, Inc.

3. Contract Amount: $95,057.05

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title Construction Engineer

NOTED
W. E. SCHWARTZ

cy
10/31

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO
Fredrickson

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>T. P. LOWE | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNE<br>District Engin | |
| TITLE<br>Area Engineer | DATE<br>OCT 29 1986 | TITLE<br>District Engineer B | DATE<br>OCT 29 19 |

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,109

June 23, 1986

CON 5 - #10,109

Tromp and McKinley
P.O. Box 1357
Eugene, OR 97440

Contract No. 10,109 awarded to Douglas S. Coats, Inc. for work on the Willow Creek (Robertson) Bridge on 9th Avenue East (County Road) in Malheur County was completed on March 13, 1986, and accepted by the State Highway Division on June 16, 1986.

Final payment in the amount of $1,496.55 will be released to the contractor after June 30, 1986. The total contract amount is $95,057.05 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

10,109

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10109

TO: Robert Gormsen
Manager, Commission Services

DATE: June 16, 1986

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10109, On Site Work Substantially Completed December 13, 1985

All Work Completed March 13,1986

Project Willow Creek (Robertson) Bridge

Highway County Road (9th Ave. E.)

County Malheur

Type of Work Grading and Structure

Contractor Douglas S. Coats

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

noted RGormsen

6-23-86 - Surety letter written.

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10. 11.1

jc cc: OSHD (Rulien)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

## INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Malheur | DIVISION<br>Oregon |

IN COMPANY WITH
G. K. Hossner, Field Operations Engineer, FHWA
H. Shaw, Project Manager; OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>4/16/86 | INSPECTION MADE BY<br>D. B. Carter, Area Engineer | PROJECT NO.<br>BROS-2300)13) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>SEE BELOW | WORK COMPLETED<br>100 % |

### WILLOW CREEK (ROBERTSON) BRIDGE SECTION
### COUNTY (9th AVENUE E.) ROAD
### Grading and Structure

This project provided for the replacement of an existing bridge and the associated approach grading.

The project is now complete and acceptance is recommended.

The project had a specified completion date of December 15, 1985. The project was completed on November 26, 1985.

The project was awarded on July 31, 1985 to Douglas S. Coats, of Bend, Oregon in the amount of $101,047.00. Work began on the project on October 17, 1985.

- DBC -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 05 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

cy
5/6

Form FHWA-1446A
(Rev. 2-84)

10,1[illegible]

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| NAME OF JOB | SECTION<br>Willow Creek<br>(Robertson) Bridge | WEEK ENDING<br>March 15, 1986 |
| | | SECTION PREFIX<br>C10109 |
| | HIGHWAY<br>County (9th Ave. E.) Rd | COUNTY<br>Malheur |
| | KIND OF WORK<br>Grading, Structure | |
| CONTRACTOR<br>Doublas S. Coats, Inc. | CONTRACT NUMBER<br>10109 | FEDERAL AID PROJECT NUMBER<br>BROS-2300(13) |
| DATE OF CONTRACT<br>July 31, 1985 | DATE WORK STARTED<br>October 17, 1985 | ESTIMATED COMPLETION DATE<br>December 15, 1985 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $ 115,823 | SPECIFIED COMPLETION DATE<br>December 15, 1985 | PERCENT OF TIME ELAPSED |
| EXCLUSIVE OF ENGINEERING: $ 106,639 | ENGINEERING AUTHORIZATION $ 9,184 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 93,297 | ENGINEERING COST TO DATE $ 8,732 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 88 |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13 % | PERCENT OF AUTHORIZATION 93 % | DATE PROJECT WAS COMPLETED:<br>November 26, 1985 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | 100 | 100 | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.10 | 0.10 | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.10 | 0.10 | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 752cy | 1,000cy | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 549cy | 550cy | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 549cy | 550cy | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 15690A | | | | | | | | |
| PERCENT | 100 | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 9 | | | | |
| MONDAY 10 | | | | |
| TUESDAY 11 | | | | |
| WEDNESDAY 12 | | | | |
| THURSDAY 13 | | | | |
| FRIDAY 14 | | | | |
| SATURDAY 15 | | | | F |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 9 | No activity. |
| MONDAY 10 | No activity. |
| TUESDAY 11 | No activity. |
| WEDNESDAY 12 | No activity. |
| THURSDAY 13 | No activity. |
| FRIDAY 14 | No activity. |
| SATURDAY 15 | No activity. |

## REMARKS

Semi-final report submitted to Region Office 3-14-86.

FINAL REPORT

SIGNED Herbert E. Shaw LOCATION Ontario
Herbert E. Shaw, Proj. Mgr

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

N

August 22, 1985

CON 5

#10,109

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,109 for work on the Willow Creek (Robertson) Bridge Section of Ninth Avenue East in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

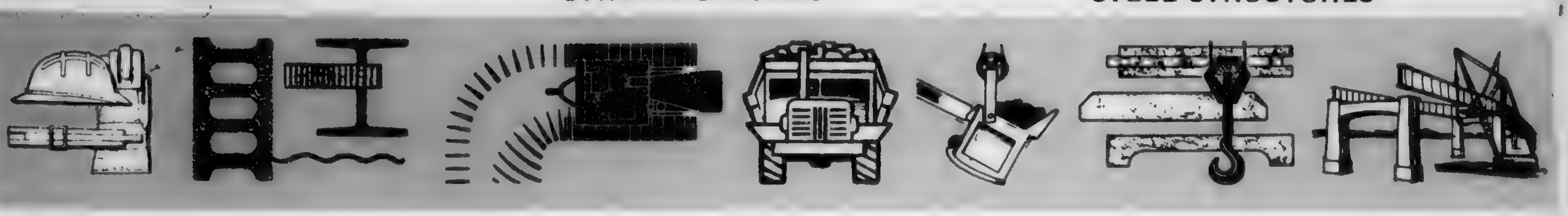
slp
Enclosure

cc: Tromp and McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Barry Hatcher

BRIDGES STREETS & ROADS STEEL STRUCTURES



**DOUGLAS S. COATS, INC.**
**P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330**

July 25, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

RE: WILLOW CREEK (ROBERTSON) BRIDGE Bid July 25, 1985

Gentlemen:

For our apparently low bid on the above mentioned project, our DBE/MBE/WBE participants will be:

E M W Construction of Bend, Oregon:

| | | |
|---|---|---|
| Bid item #1 | Mobilization | $ 1,350.00 |
| Bid item #13 | Guard Rail type 2A | 1,875.00 |
| Bid item #14 | Guard Rail type 3 | 2,500.00 |
| Bid item #15 | Guard Rail Anchors type 1 | 870.00 |
| Bid item #16 | Guard Rail Anchors type 1 modified | 280.00 |
| Bid item #17 | Rail end pieces B | 45.00 |
| Bid item #18 | Rail end pieces C | 255.00 |
| Bid item #28 | Metal rail w/tubing | 6,348.00 |
| | Total: | $ 13,523.00 |

Sincerely,

Ruth L. Pooler
Secretary

RECEIVED
JUL 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

N

| TO BE COMPLETED BY FHWA | | STATE |
|---|---|---|
| 10107 8-44 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>8-15-85 | Oregon |
| | | COUNTY<br>Malheur |
| | | PROJECT NO.<br>BROS-2300(13) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. "Willow Cr. (Robertson) Bridge"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-20-85 | 0.08 |

OTHER *(Specify)*

FUNDS PRO-RATA 80%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 115,823.00 | $ 92,658.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By ______________________

Manager, Program Section
*(Title)*

XXX For: E.S. Hunter

Acting State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator AUG 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 9, 1985

FEDERAL-AID PROJECT NO. BROS-2300(13)

WILLOW CREEK (ROBERTSON) BRIDGE SECTION
COUNTY ROAD
MALHEUR COUNTY

## PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BR. #15690A (STA. 10+25)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 10,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 250.00 |
| Temporary Signs | Sq. Ft. | 50 | 10.00 | 500.00 |
| Temporary Barricades | Each | 4 | 50.00 | 200.00 |
| Construct and Remove Detour | Lump Sum | All | Lump Sum | 8,000.00 |
| Toe Trench Excavation | Cu. Yd. | 50 | 9.00 | 450.00 |
| Embankment in Place | Cu. Yd. | 752 | 6.00 | 4,512.00 |
| Watering | M-Gal. | 50 | 10.00 | 500.00 |
| Grid-Rolled Aggregate Shoulders | Cu. Yd. | 700 | 6.00 | 4,200.00 |
| Grid Roller | Hour | 16 | 30.00 | 480.00 |
| Aggregate Base | Cu. Yd. | 300 | 14.00 | 4,200.00 |
| 24-inch Culvert Pipe | Lin. Ft. | 50 | 20.00 | 1,000.00 |
| Guardrail, Type 2A | Lin. Ft. | 125 | 15.00 | 1,875.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | 25.00 | 2,500.00 |
| Guardrail Anchors, Type 1 | Each | 3 | 290.00 | 870.00 |
| Guardrail Anchors, Type 1 Modified | Each | 1 | 280.00 | 280.00 |
| Rail End Pieces, Type B | Each | 1 | 45.00 | 45.00 |
| Rail End Pieces, Type C | Each | 3 | 85.00 | 255.00 |
| Type 1 Fence | Lin. Ft. | 500 | 2.00 | 1,000.00 |
| Loose Riprap, Class 200 | Cu. Yd. | 150 | 9.00 | 1,350.00 |
| Delineators, Type 4 | Each | 2 | 30.00 | 60.00 |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 10,000.00 |
| Furnish Pile Driving Equipment | Lump Sum | All | Lump Sum | 3,000.00 |
| Furnish Steel Pipe Piling | Lin. Ft. | 300 | 20.00 | 6,000.00 |
| Drive Steel Pipe Piling | Lin. Ft. | 300 | 1.00 | 300.00 |
| Pile Caps | Lump Sum | All | Lump Sum | 3,700.00 |
| 4'x55/60' Prestressed Slabs | Each | 6 | 5,000.00 | 30,000.00 |
| Metal Rail with Tubing | Lin. Ft. | 138 | 40.00 | 5,520.00 |
| | | | | $ 101,047.00 |

ANTICIPATED ITEMS

| | | | | |
|---|---|---|---|---|
| Roadside Seeding & Mulching | All Required | | $ | 1,000.00 |
| | | | $ | 1,000.00 |
| | | Subtotal | $ | 102,047.00 |
| | | Engineering | | 13,776.00 |
| | | Total | $ | 115,823.00 |
| Length of Project | | | | 0.08 mi. |
| Federal Funds (80%) | | | $ | 92,658.00 |
| County Funds | | | | 23,165.00 |
| Total | | | $ | 115,823.00 |

Group 011 = 100%   Group 010 = 0%
Contract No. 10,109
Prefix C223-1915
Prefix C10109

Appn Code 117

DDB:bkb

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2023

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-2300(11) Prefix 223-1915

Project Name Willow Creek (Robertson) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 9th day of July, 1985

County of Malheur

County Judge/Chairman

W. C. Hammack
Commissioner

Don B. Cox
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 7-15-85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

jc 10.109

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2300(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50043

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. 15 7/5

7. DATE AUTHORIZATION EFFECTIVE June 28, 1985

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Willow Creek (Robertson Bridge #45C108742C00150

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-27-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $150,000; Federal Funds $120,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-28-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6-28-85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

June 27, 1985 DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. NE
Salem, OR 97301

Attention: Herbert A. Schell

Willow Creek (Robertson) Bridge
County Road (9th Ave. E.)
Malheur County
BROS-2300 (11)

Reference your letter dated June 11, 1985, concerning the cost of the Bridge approaches.

The elevation of the new structure will be several feet higher than the existing structure to accommodate the design flood. The increased bridge height controls the length of approaches.

Detour costs have been reduced by approximately $20,000 from the original estimate by reducing the detour to one-way traffic.

Duane O. Christensen, P.E.
Road Design Engineer

By

Richard A. Kuehn, P.E.
Final Design Engineer

RK:RG:mg

Attachment

cc: E. S. Hunter
Walter J. Hart

RDE
FDE
LE
SE
FPO
PDE
RECEIVED
JUN 28 1985
ROAD DESIGN SECTION
EPO
Files
CA
Copy All
Return To
R/U

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem Oregon 97301

June 11, 1985

IN REPLY REFER TO
HBR-OR

RDE
FDE
LE
SE
FPC
PDE
LFE
OTE

RECEIVED
JUN 13 1985
ROAD DESIGN
SECTION

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Return To
B/U / /

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BROS-2300(11)
Willow Creek (Robertson) Bridges
Malheur County

Please review the approaches to these structures to see of the costs can be reduced.

Sincerely yours,

for Dale E. Wilken
Division Administrator

Enclosure:
Memo

6/12/85
Rick Kuehn —
Please review and
reply with a letter.
Copy E.S. H. & Hart by 6/21.
Doc

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO
Hunter
FOR

| Info | Invest | R/O | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

10,109

Mike

6-25-85

THE
THA
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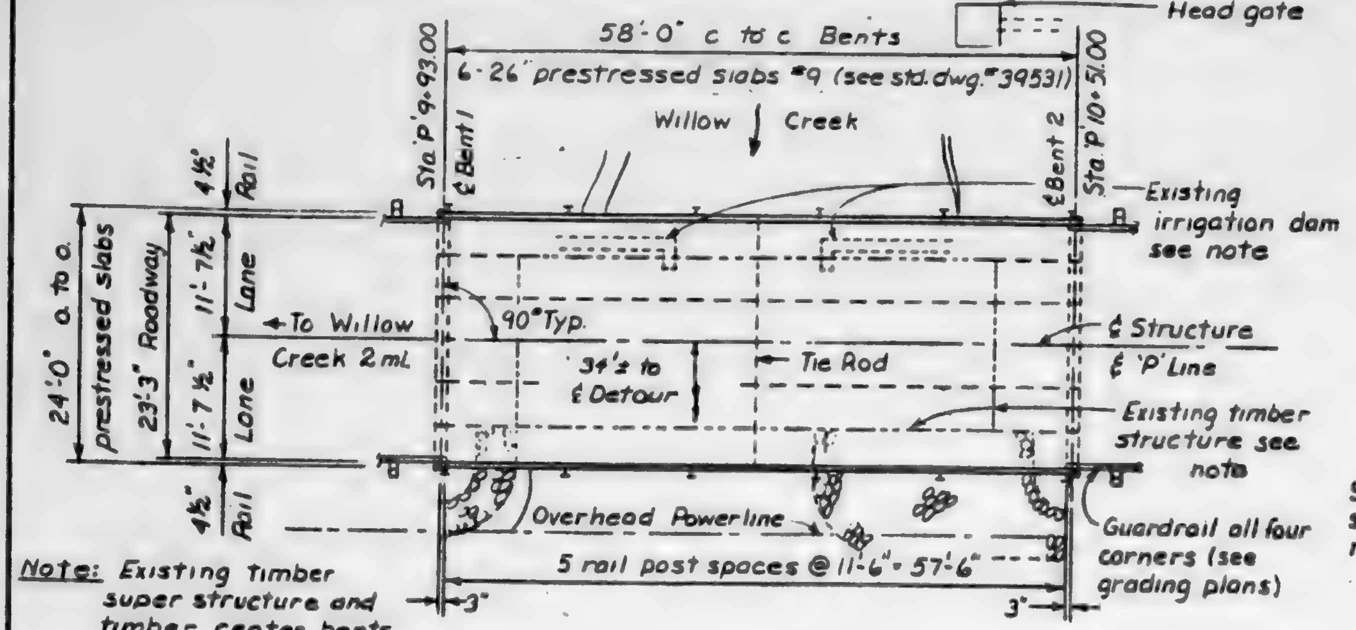
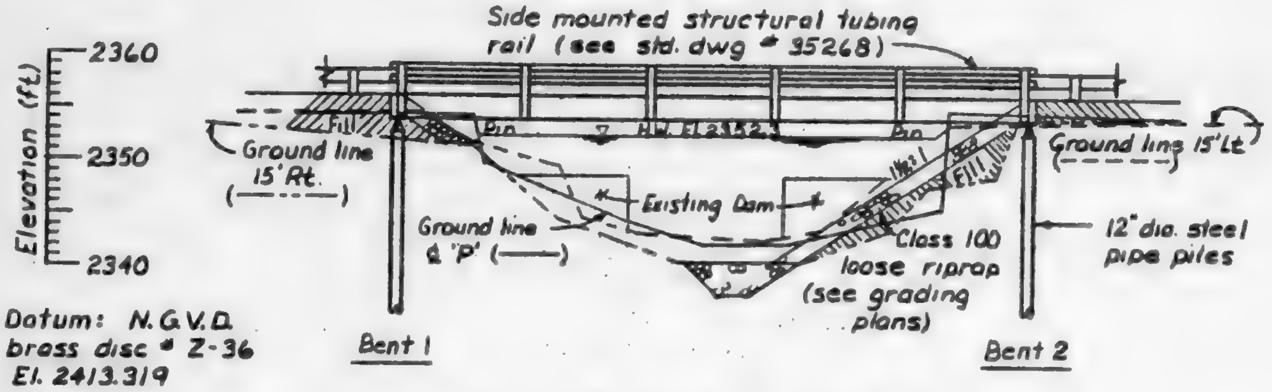
SHOU


58'-0" c to c Bents
6-26" prestressed slabs #9 (see std. dwg. #39531)
Head gate
Willow Creek
Sta. 'P' 9+93.00
℄ Bent 1
℄ Bent 2
Sta. 'P' 10+51.00
Existing irrigation dam see note
4½" Rail
11'-7½" Lane
11'-7½" Lane
4½" Rail
24'-0" o. to o. prestressed slabs
23'-3" Roadway
To Willow Creek 2 mi.
90° Typ.
34'± to ℄ Detour
Tie Rod
℄ Structure
℄ 'P' Line
Existing timber structure see note
Overhead Powerline
Guardrail all four corners (see grading plans)
5 rail post spaces @ 11'-6" = 57'-6"
3"
3"

**Note:** Existing timber super structure and timber center bents to be removed. Concrete substructure (end bents), aprons and irrigation dam to remain undisturbed

P L A N

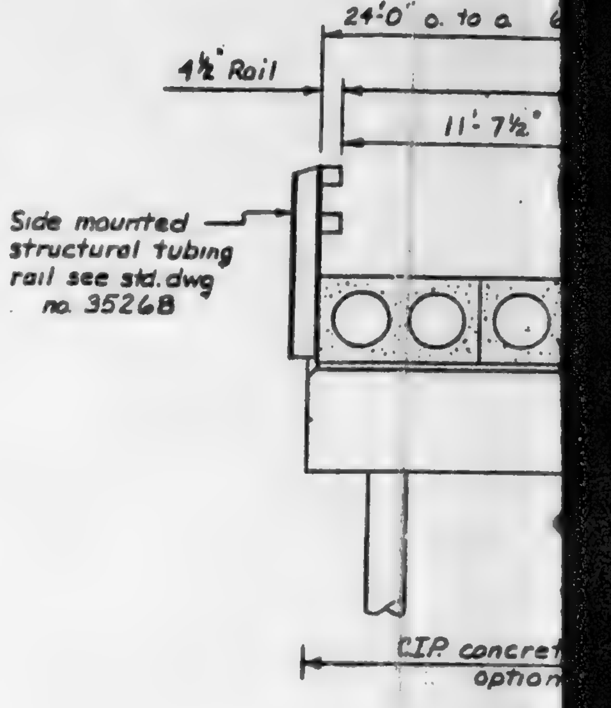
Scale 1" = 10'


Side mounted structural tubing rail (see std. dwg # 35268)
2360
2350
2340
Elevation (ft)
Fill
Pin
HW El. 2352.1
Pin
Fill
Ground line 15' Rt. (-------)
Ground line 15' Lt. (-------)
Existing Dam
Ground line ℄ 'P' (——)
Class 100 loose riprap (see grading plans)
12" dia. steel pipe piles
Bent 1
Bent 2

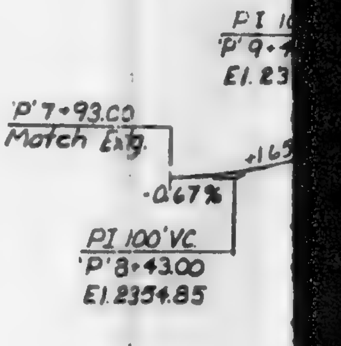
Datum: N.G.V.D.
brass disc # Z-36
El. 2413.319

E L E V A T I O N

Scale 1" = 10'


24'-0" o. to o.
4½" Rail
11'-7½"
Side mounted structural tubing rail see std. dwg no. 35268
C.I.P. concret
option

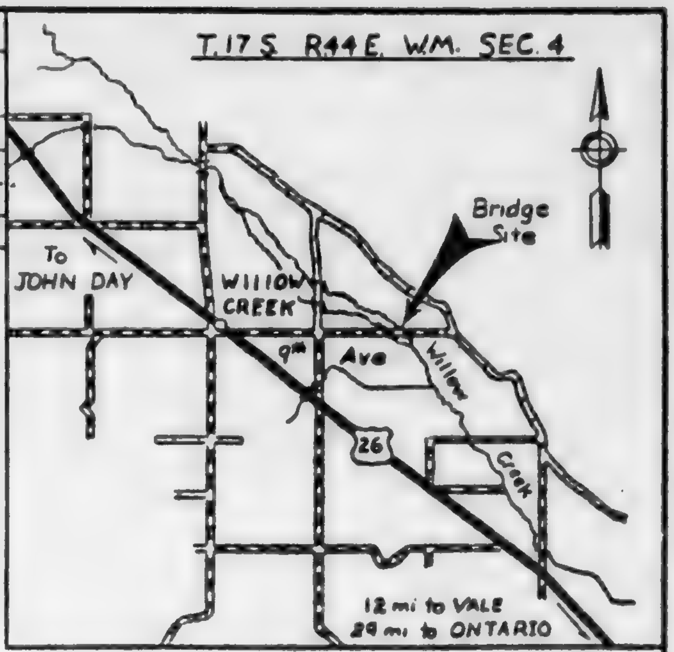
T Y P


PI 10
'P' 9+4
El. 23
'P' 7+93.00
Match Exg.
+1.65
-0.67%
PI 100' VC
'P' 8+43.00
El. 2354.85

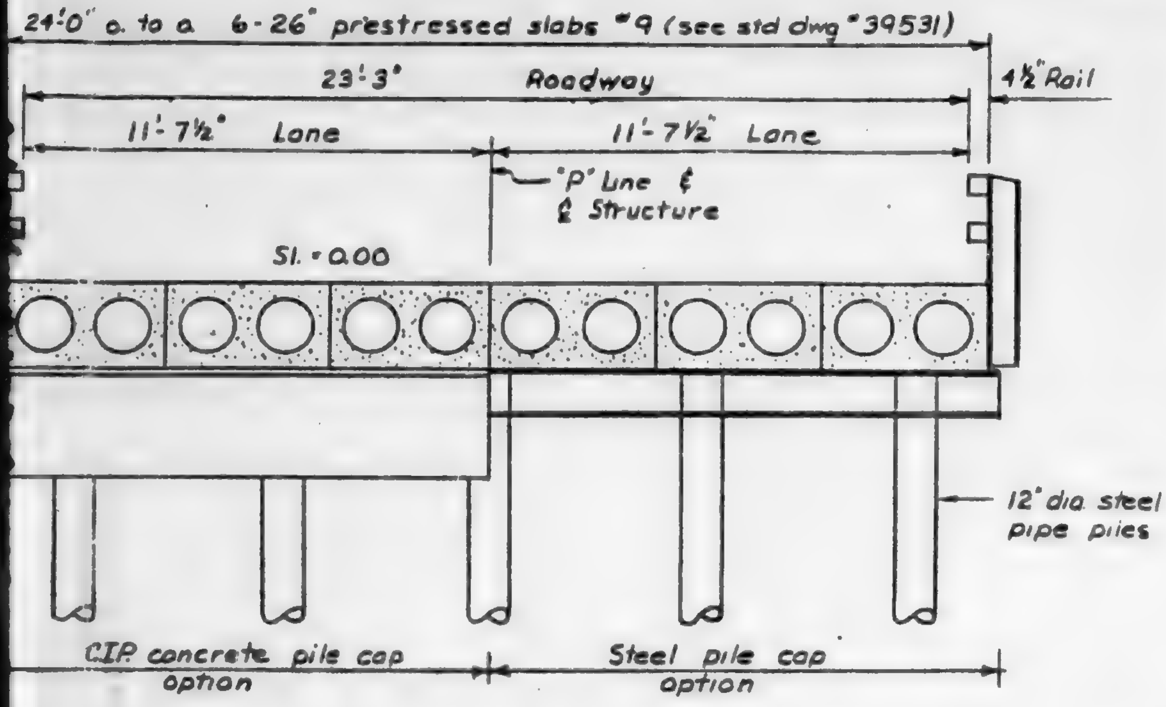
DATE

**NOTE**
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

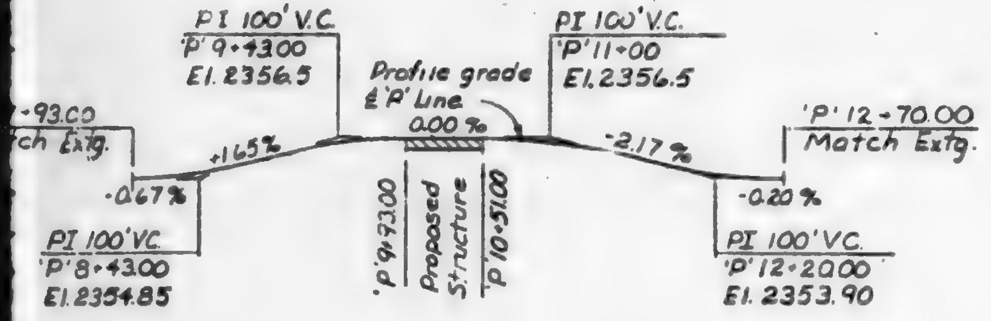
| HYDRAULIC DATA | Base Flood | Over-topping Flood |
|---|---|---|
| Discharge - cfs. | 6430 | 2780 |
| Frequency - yrs | 100 | 8 |
| H.W. Elevation - ft | 2359.0 | 2352.2 |
| Backwater Elev-ft | - | 2354.0 |


T.17 S. R44 E. W.M. SEC. 4
Bridge Site
To JOHN DAY
WILLOW CREEK
9th Ave
Willow Creek
26
12 mi to VALE
29 mi to ONTARIO

VICINITY MAP
No Scale


24'-0" o. to o. 6-26" prestressed slabs #9 (see std dwg #39531)
23'-3" Roadway
4½" Rail
11'-7½" Lane
11'-7½" Lane
'P' Line ℄ ℄ Structure
Sl. = 0.00
12" dia steel pipe piles
C.I.P. concrete pile cap option
Steel pile cap option

TYPICAL SECTION
No Scale


PI 100' V.C.
'P' 9+43.00
El. 2356.5
PI 100' V.C.
'P' 11+00
El. 2356.5
Profile grade ℄ 'P' Line
0.00 %
-93.00
ch Extg.
+1.65%
-0.67%
-2.17 %
'P' 12+70.00
Match Extg.
-0.20 %
PI 100' V.C.
'P' 8+43.00
El. 2354.85
'P' 9+73.00
Proposed Structure
'P' 10+51.00
PI 100' V.C.
'P' 12+20.00
El. 2353.90

GRADE LINE DIAGRAM
No Scale

APPROVED BY
COUNTY OF Malheur
Maxwell T. Lemon
JUDGE OR CHAIRMAN
W.C. Hammack
COMMISSIONER
Von G. Corl
COMMISSIONER
DATE 4/25/85

| DATE | REVISION | BY |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

APPROVED:
______ 19
BRIDGE ENGINEER
______ 19
ASSISTANT STATE HIGHWAY ENGINEER
C.R. Leedham
DESIGNED
C.R. Leedham
DRAWN
CHECKED
REVIEWED
REVIEWED

**OREGON DEPARTMENT OF TRANSPORTATION**
**BRIDGE DESIGN SECTION**

WILLOW CREEK (ROBERTSON) BRIDGE
WILLOW CREEK (ROBERTSON) BR. SEC.
9th AVE. EAST (CO. RD. #742)
MALHEUR COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 40457

DATE MAY 1985 CALC. BOOK ______ SHEET 1 OF 2
BRIDGE NO. 15690A DRAWING NO. 40688

**Section** Willow Creek (Robertson) Bridge **Programming Estimate $** 141,000
**Highway** County Road (9th AVE. E.) **Project Length** .08 Mi
**County** Malheur **Completion Time**
**Kind of Work** Grading & Structure **~~Est~~. Comp. Date** NOT LATER THAN December 15, 1985
**Prefix** 223-1915 **Letting Date** July 25, 1985 **Project No.** BROS-2300(13)

REC. 6-24-85
4:30 pm DB

Revised 6-25-85

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount . . . . | | $ ~~117,865.00~~ 125,305.00 |
| Anticipated Additional Items: | | |
| Royalty Payment. . . . . . . . . . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . . . . . . . | | |
| Permanent Pavement Striping. . . . . . . . . . . | | |
| Temporary Pavement Striping. . . . . . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | |
| Temporary Erosion Control . . . . . . . . . . . | | |
| State Furnished ______ . . . . . | | |
| Roadside Seeding & Mulching . . . . . . . . . . | 1000 | $ 1,000.00 |
| Asphalt Cement Adjustment . . . . . . . . . . | | |
| On the Job Trainees ($0.80 x ____ hrs.) . . . . | | |
| State Responsibility for Damages . . . . . . . . | | |
| Signal Controller Testing . . . . . . . . . . . | | |
| "OPTICOM" Testing . . . . . . . . . . . . . . . . | | |
| Bikeway Signs . . . . . . . . . . . . . . . . . . | | |
| Bikeway Striping & Legend . . . . . . . . . . . | | |
| Adjust Utilities: | | |
| Subtotal | | $ ~~118,865.00~~ 126,305.00 |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . . . | | ~~5,348.93~~ 5,683.73 |
| Engineering (8, [✓ 9], 10%) . . . . . . . . . . . . . . | | ~~10,697.85~~ 11,367.45 |
| Subtotal | | $ ~~134,911.78~~ 143,356.18 |
| Credit for ______ . . . . . . | | — — |
| Estimated Net Authorization, Construction . . . . . . . . . | | $ ~~134,911.78~~ 143,356.18 |

APPROVED

______
Road Design Engineer

# SUMMARY--BID SCHEDULE--COST ESTIMATE
## OREGON STATE HIGHWAY DIVISION

SECTION Willow Creek (Robertson) Bridge Sec
COUNTY Malheur
SHEET 1 OF 2
KIND OF WORK Grading & Structure
KEY NUMBER
LENGTH .08 Mi
DATE 6-12-85
NAME Leroy Churchill

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | ANALYSIS UNIT. 6·24·85 | | | | | |
| | THIS ENGINEERING ESTIMATE IS PRICED FOR | | | | | |
| | BID LETTING 7·25·85 | | | | | |
| | Mobilization | | All | All | - | 13 000 |
| | Temporary Protection and Direction of Traffic | | All | All | | 500 |
| | Temporary Signs | | Sq. Ft. | 50 | 8 | 400 |
| | Temporary Barricades | | Each | 4 | 70 | 280 |
| | Construct and Remove Detour | | All | All | - | 5 000 |
| | | | | | | |
| | | | | | | |
| | ROADWORK | | | | | |
| | | | | | | |
| | | | | | | |
| | Toe Trench Excavation | | Cu. yd. | 50 | 15 | 750 |
| | Embankment in Place | | Cu. yd. | 752 | 11 | 8 272 |
| | Watering | | M-Gal. | 50 | 15 | 750 |
| | Grid-Rolled Aggregate Subbase | | Cu. yd. | 700 | 11 | 7700 |
| | Grid Roller | | Hour | 16 | 60 | 960 |
| | Aggregate Base | | Cu. yd. | 300 | 16 | 4 800 |
| | 24-inch Culvert Pipe | | Lin. Ft. | 50 | 40 | 2 000 |
| | Guard Rail, Type 2A | | Lin. Ft. | 125 | 15 | 1875 |
| | Guard Rail, Type 3 | | Lin. Ft. | 100 | 30 | 3000 |
| | Guard Rail Anchors, Type 1 | | Each | 3 | 350 | 1050 |
| | Guard Rail Anchors, Type 1 Modified | | Each | 1 | 350 | 350 |

# SUMMARY--BID SCHEDULE--COST ESTIMATE

**OREGON STATE HIGHWAY DIVISION**

| | | | | | |
|---|---|---|---|---|---|
| SECTION<br>Willow Creek (Robertson) Bridge Sec. | | COUNTY<br>Malheur | | SHEET 2 | OF 2 |
| KIND OF WORK<br>Grading and Guard Rail | KEY NUMBER | LENGTH<br>.08 Mi. | DATE<br>6-12-85 | NAME Leroy Churchill | |

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | Rail End Pieces, Type B | | Each | 1 | 70 | 70 |
| | Rail End Pieces, Type C | | Each | 3 | 90 | 270 |
| | Type 1 Fence | | Lin. Ft. | 500 | 3 | 1500 |
| | Loose Riprap, Class 200 | | Cu. yd | 150 | 20 | 3000 |
| | Delineators, Type 4 | | Each | 2 | 25 | 50 |
| | STRUCTURE | | | | | |
| | Bridge Removal Work | | All | All | | 3,520 - |
| | Furnish Pile Driving Equipment | | All | All | | 17,000 - |
| | Furnish Steel Shell Piling | | Lin. Ft | 300 | 12 - | 3,600 |
| | Drive Steel Pile Shells | | Lin. Ft. | 300 | 4 - | 1.200 - |
| | Pile Caps | | All | All | | 3,950 - |
| | 4'×55'/60' Prestressed Slabs | | Each | 6 | 5800<br>~~4560~~ | 34,800 -<br>~~27,360~~ - |
| 28 | Metal Rail with Tubing | | Lin. Ft. | 138 | 41 - | 5,658 - |
| | | | | | | ~~117,865~~ ✓ |
| | | Revised 6-25-85 | | | | 125,305 - |

10,104

1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

In Reply Refer to
File No.:

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone 963-3177

June 18, 1985

Honorable Maxwell T. Lieurance
Malheur County Judge
251 "B" Street West
Vale, Oregon 97918

Dear Judge Lieurance:

Re: Preliminary Bridge Plans
Willow Creek (Robertson)
9th Avenue East (CR #742)

Enclosed are three (3) copies of Drawing No's. 40688 and 40457 which comprise the preliminary bridge plans for the above subject project. Roadwork plans have been previously approved.

You will note Drawing No. 40457 shows an alternate method of pile support for the structure. Both methods are sound engineering practice and by offering alternate methods to prospective bidders it may be possible to reduce the cost.

Our present estimate of cost for the project is as shown below:

| | |
|---|---|
| Roadwork | $ 61,000 |
| Structure | 63,000 |
| Engineering & Contingencies | 12,000 |
| Total Estimated Cost | $136,000 |

This amount is compatible with the reconnaissance estimate of $140,600.

Please examine the plans carefully and if found acceptable present them to the Court for signature. After the plans have been approved, return two (2) copies to me for further processing.

I regret the late submission of these plans. However, we plan to call for bids on July 25, 1985.

Do not hesitate to call Barry or me if you should have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: Gary A. Potter
~~Mike Shultz~~
Oliver M. Parent
Barry Hatcher

10,107

STATE OF OREGON

# INTEROFFICE MEMO

TO: R. D. Hector
Region 5 Engineer

DATE: June 18, 1985 DES 23
15690A

ORIGINAL SIGNED
FROM: O. M. PARENT
Oliver Parent
Principal Structural Design Engineer

SUBJECT:
Willow Creek (Robertson) Bridge
Willow Creek (Robertson) Bridge Section
9th Avenue East (Country Road #742)
Malheur County
BR 15690A

Attached are two reduced prints of Drawings 40828 through 40830, which are the advance detail drawings for this structure. Also attached are plans for the existing structure.

Our present estimate of costs for the proposed contract is as follows:

| | |
|---|---|
| Roadwork | $ 41,100 |
| Structure(s) | 71,800 |
| Engineering & Contingencies | 22,600 |
| TOTAL | $ 135,500 |

It is planned to call for bids on this section on July 25, 1985.

Please make a field review and return one set by June 21, 1985 with your comments and corrections noted.

CRL:cma

Attachments

cc: Judge E. M. Seuell, Malheur County /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designer's notes. (Free County Design)
Construction /w/ 1 set
Utility Unit /w/ 1 set
Project Management /w/ 1 set
Road Design /w/ 1 set
Barry Hatcher, Project Manager, /w/ 1 set

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 19 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10,109

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: June 17, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 50043
Project No. BROS-2300(13)
Willow Creek (Robertson) Bridge Section
County Road
Malheur County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 25, 1985.

DRH:pf
Attachments

cc: R. D. Hector, Region 5
Michael Shultz, w/attachment
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

6-17-85

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| OJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 2.0 mile E. of Willow Creek | ADT | PRESENT<br>5 DHV<br>25 | FUTURE<br>- - - - | YEAR<br>- - | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>117 | ITEM NO.<br>50043 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ED WORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>BROS- | NUMBER<br>2300 | SEQ. NO.<br>(13) | I. Projects Only<br>POST MI. | DESIG. |

| | | | | | |
|---|---|---|---|---|---|
| DS<br>Bridge Replacement (15% Off-System) | COUNTY NAME<br>Malheur | CODE<br>045 | | | PROGRAM STAGE<br>☐ 1 OR ☐ 2 |
| - - - - | ROUTE NO. Z | FEDERAL-AID<br>Non UL | STATE<br>Co. Rd. | U.S.<br>- - - | |

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | | | | | | | | |
| ROW | | | | | | | | |
| ONST (CODE)<br>X080 | (09) | "Willow Creek (Robertson) Bridge Section" | 0.011 | 150,000 | 120,000 | - - - - | 30,000 | |
| Y<br>DRH:pf | | PROJECT TOTALS | 0.011 | 150,000 | 120,000 | - - - - | 30,000 | |

PROVAL DATES
10-1-84

REMARKS
Additional Data: Item 50043; Project No. BROS-2300(11).

-OVER-

USCOMM DUSCOMM-DC 46903-P61

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6-17-85

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 2.0 mile E. of Willow Creek | ADT | PRESENT<br>5 DHV<br>25 | FUTURE<br>- - - - | YEAR<br>- - | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>One Bridge | NATL. FOREST | FH ROUTE NO. | SUPV ABCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER | PREFIX LETTER(S)<br>BROS- | NUMBER<br>2300 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Bridge Replacement (15% Off-System) | COUNTY NAME<br>Malheur | | | CODE<br>045 |
| | NAME OF URBAN AREA<br>- - - - | ROUTE NO. Z | FEDERAL-AID<br>Non UL | STATE<br>Co. Rd. | U.S.<br>- - - |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE)<br>X080 | (09) | "Willow Creek (Robertson) Bridge Section" | 0.011 | 150,000 | 120,000 | - - - - | 30,000 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>DRH:pf | PROJECT TOTALS | 0.011 | 150,000 | 120,000 | - - - - | 30,000 |

PROGRAM APPROVAL DATES

10-1-84

REMARKS

Additional Data: Item 50043; Proj
BROS-2300(11).

Key No. 02592

## WILLOW CREEK (ROBERTSON) BRIDGE SECTION

Remarks Continued:

PROJECT DATA: Work under this project consists of 1) construct an existing alignment one prestressed reinforced concrete slab span bridge (No. 15690A) length 58-feet, roadway width 23-feet 3-inches; 2) remove existing structure; 3) construct detour and remove; 4) construct approaches requiring grade, drain and gravel surface to provide 24-foot roadway; 5) adjust utilities as required; and 6) incidentals common to this type of project.

MAINTENANCE AND ACCOMMODATION OF UTILITIES: A State-County Agreement No. 8269 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-30-84.

NOTE: 1) This project is in Congressional District No. 2.

2) Included in FY '85 Status Report.

3) Included in National Bridge Inventory as Bridge No. 45C108742C00150 with sufficiency rating of 16.9.

10/69

STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Hector
Region 5 Engineer

DATE: June 6, 1985

DES 23
15690A

ORIGINAL SIGNED
O. M. PARENT

FROM: Oliver M. Parent
Principal Structural Design Engineer

SUBJECT:
Willow Creek (Robertson) Bridge
Willow Creek (Robertson) Bridge Section
9th Avenue East (County Road #742)
Malheur County
BR 15690A

Attached are four reduced prints of Drawings 40688 and 40457, which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels have not been included in this project.

Please have the structure staked as soon as possible and confirm that the bents are located appropriately.

Our present estimate of costs for the proposed contract is:

| | |
|---|---|
| Roadwork | $ 61,000 |
| Structure(s) | 63,000 |
| Engineering & Contingencies | 12,000 |
| TOTAL | $ 136,000 |

Please use these prints to obtain the approval of Malheur County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on July 25, 1985.

CRL:cma

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set
Road Design /w/ 1 set
Program Section
Environment (M. Banks) /w/ 1 set

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
JUN 10 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10109

STATE OF OREGON

# INTEROFFICE MEMO

TO: Gary A. Potter, Manager
Program Section

DATE: May 31, 1985

ATTN: Mike Shultz

SUBJECT: Willow Creek (Robertson) Bridge Section
County Road, 9th Avenue East
Malheur County

Enclosed is a copy of Preliminary Plans dated May 17, 1985, concerning the roadwork aspects of the above subject project.

The plans have been approved by the County Court. However, the Court is aware of possible reduction of detour and temporary protection and direction of traffic costs if arrangements for a locked gate near 9+50 can be completed. This arrangement may be possible because 9th Avenue East, east of Willow Creek, accesses only two property owners, and the road shown on the east bank of Main Canal does not exist on the ground.

Please take the necessary action to develope final plans, specifications and estimate of costs.

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

encl.

cc: Honorable Maxwell T. Lieurance
Bud Mann w/encl.
Harold Brainerd
Barry Hatcher

**PROGRAM SECTION**
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 3 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Contains
Recycled
Materials
81-125-1387

10,109 Gary Potter

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | Title Sheet |
| 2 | Typical Sections, Details & Summary |
| 2A | Pipe Data |
| 3 | Plan & Profile |
| | |
| | |

INDEX OF SHEETS

REGISTERED PROFESSIONAL ENGINEER 6482 OREGON JULY 11, 1963 RICHARD A. KUEHN

Temp. Protection and Direction of Traffic will be by standard drawings and special provisions.

STATE OF

DEPARTMENT OF T

STATE HIGHWA

PLANS FOR PROPOS

# WILLOW CREEK ( ROBER

## COUNTY ROAD ( 9

### MALHEUR C

APPROVED May 29 1985

COUNTY COURT OF Malheur COUNTY

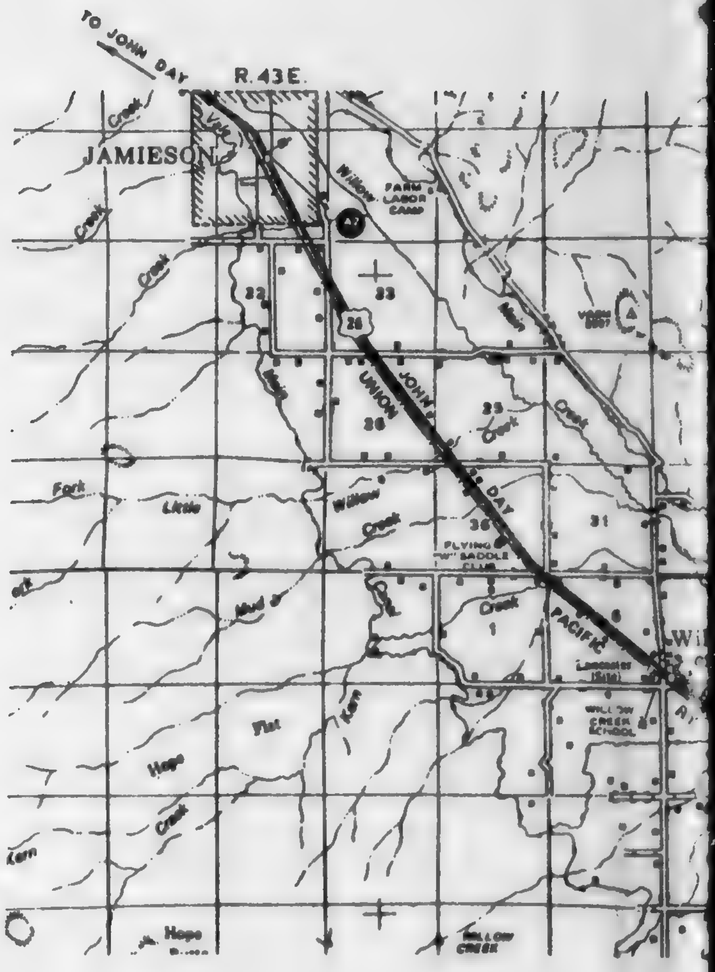
BY

COUNTY JUDGE

W.C. Hammack

COUNTY COMMISSIONER

COUNTY COMMISSIONER


TO JOHN DAY
R.43 E.
JAMIESON
Creek
Willow
FARM LABOR CAMP
32
33
26
UNION
JOHN DAY
PACIFIC
35
36
31
Creek
FLYING "W" SADDLE CLUB
Fork
Little
Willow
Creek
Mud
Hope
Flat
Kern
Creek
Lancaster
WILLOW CREEK SCHOOL
Hope Butte
WILLOW CREEK

Sketch M

Scale 0 1

| WILLOW CREEK ( ROBERTSON ) BRIDGE SEC.<br>COUNTY ROAD ( 9TH AVE. E. )<br>MALHEUR COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD DIV. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

HBK - 05

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

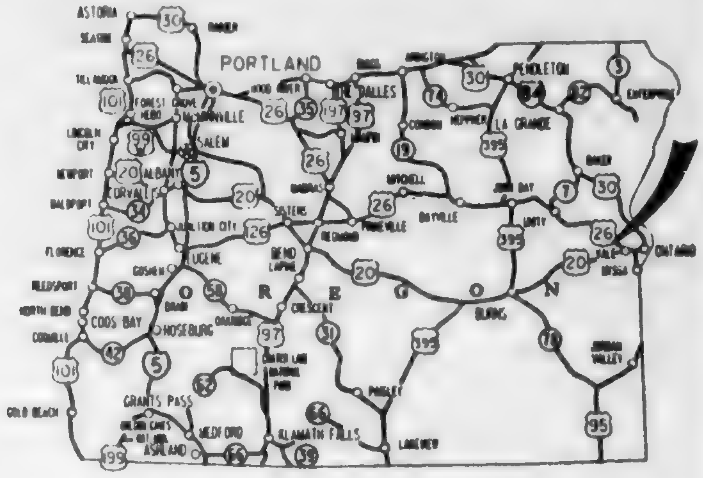
R PROPOSED PROJECT

PRELIMINARY COPY
MAY 17 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

# OBERTSON ) BRIDGE SEC.

## OAD ( 9TH AVE . E.)

## LHEUR COUNTY


ASTORIA
SEASIDE
PORTLAND
PENDLETON
LA GRANDE
ENTERPRISE
THE DALLES
HOOD RIVER
SALEM
ALBANY
CORVALLIS
NEWPORT
LINCOLN CITY
EUGENE
FLORENCE
REEDSPORT
NORTH BEND
COOS BAY
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
LAKEVIEW
BEND
BURNS
JOHN DAY
BAKER
ONTARIO
VALE
JORDAN VALLEY
GOLD BEACH
O R E G O N
30
26
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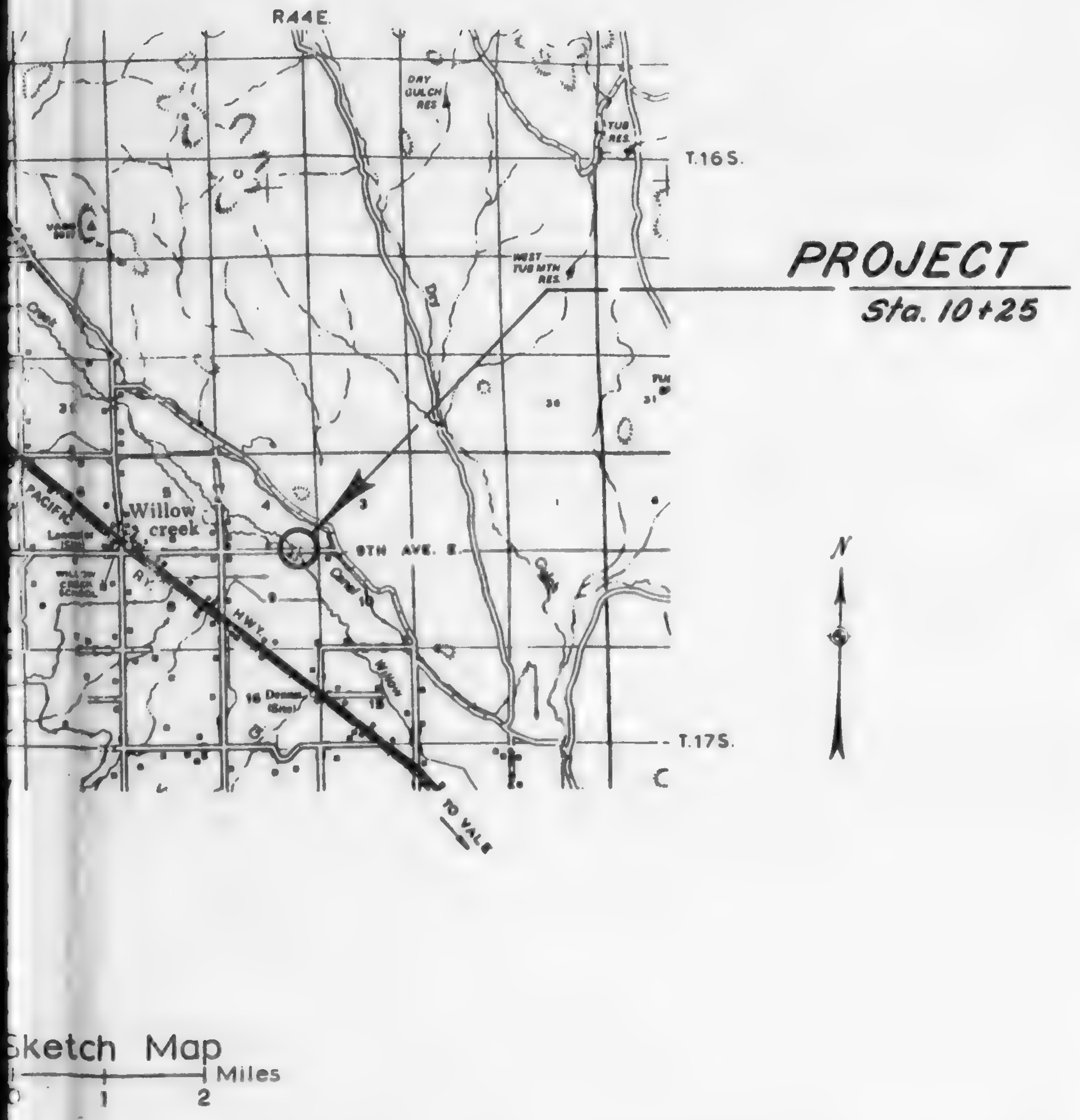

R44E.
DAY GULCH RES.
TUB RES.
T.16S.
WEST TUB MTN RES.
Willow creek
PACIFIC
HWY.
9TH AVE. E.
Canal
Dry
T.17S.
TO VALE
N
PROJECT
Sta. 10+25
Miles
0
1
2

Sketch Map

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Peter J. Brix | VICE CHAIRMAN |
| Robert F. Dwyer | COMMISSIONER |
| N. B. Giustina | COMMISSIONER |
| Samuel T. Naito | COMMISSIONER |
| Fred D. Miller | DIRECTOR OF TRANSPORTATION |

4475 OCT. 30, 1950 H. S. COULTER

4052 MAY 13, 1950 EDGAR S. HUNTER

| | |
|---|---|
| H. S. Coulter | E. S. Hunter |
| STATE HIGHWAY ENGINEER | ASSISTANT STATE HIGHWAY ENGINEER |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER ______ DATE ______

10,109

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: May 20, 1985

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 23 1985
REFER TO Local Prog.
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

FROM: Ann M. Batten
Ann M. Batten
Hydraulics Specialist

SUBJECT: Willow Creek (Robertson) Bridge #45C108
County Road 742
Malheur County

The proposed project will replace a 44-foot long three-span timber bridge. The existing bridge is deteriorated and has exceeded the expected design life. The proposed structure will be placed on the same alignment as the existing structure.

HYDROLOGY

Willow Creek is a north-south tributary of the Malheur River and drains approximately 615 square miles above the proposed project site. Malheur Reservoir is approximately 27 miles upstream and drains 290 square miles. A USGS stream gage, No. 13-2305, measures the regulated discharge at the reservoir. This gage was statistically analyzed using a Log Pearson Type III distribution; the recurrence interval vs. peak discharge relationship shown below for the regulated drainage area are the results of this analysis.

The flood frequency equations for the Southeast Region in the USGS's publication "Magnitude and Frequency of Floods in Eastern Oregon" were used to determine the recurrence interval vs. peak discharge relationship shown below for the unregulated drainage area of 325 square miles.

| Recurrence Interval | Peak Discharge | | |
|---|---|---|---|
| | Regulated (Drainage Area = 290 mi$^2$) | Unregulated (Drainage Area = 325 mi$^2$) | Total (Regulated + Unregulated) |
| 100-year | 150 cfs | 6280 cfs | 6430 cfs |
| 50-year | 130 cfs | 5250 cfs | 5380 cfs |
| 25-year | 110 cfs | 4110 cfs | 4220 cfs |
| 10-year | 90 cfs | 3070 cfs | 3160 cfs |
| 5-year | 70 cfs | 2090 cfs | 2160 cfs |

A check dam and headgate owned by the Warm Springs Irrigation District are in place just upstream from the existing bridge. These facilities are used to divert flow from Willow Creek east into an irrigation canal upstream of the project site.

81-125-1387

Virgil Maupin, Malheur County Roadmaster, was contacted concerning flooding at the site. He stated that flow usually stays within the banks of Willow Creek but sometimes overflows into fields five or six miles upstream; however, he said water does not leave the banks very often. At the project site, Willow Creek overflows east into the irrigation canal. This flow pattern is shown in Figure 2.

## HYDRAULIC DESIGN

The amount of flow into the irrigation canal upstream at the project site varies directly with the water surface elevation of Willow Creek. Consequently, for the same flood, a structure which creates a high amount of backwater would have less flow through it than a structure which creates a relatively low amount of backwater.

The existing bridge (Figure 3) is overtopped by a 7-year flood of 2620 cfs upstream of which 2200 cfs flows through the structure. The remaining 420 cfs gets diverted into the irrigation canal. The backwater elevation resulting from this flood is estimated to be 2354.0 feet. The water is estimated to overtop the roadway approximately 500 feet east of the structure.

The location narrative stated that the irrigation facilities must remain in place and operable. The field notes indicated concrete aprons on the embankments through the existing structure. It was assumed these structures would not be disturbed.

If the replacement structure had a bottom-of-beam elevation of 2354.0 feet, the lowest point in the road, the waterway with 1-1/2:1 end slopes (Figure 4) would overtop at approximately an 8-year flood of 2780 cfs, of which 2380 cfs would flow through the structure and 400 cfs would be diverted to the irrigation canal.

The field recommendation of a bottom-of-beam elevation of approximately 2354.5 feet (Figure 5) was also investigated. This waterway was also found to overtop at approximately an 8-year flood of 2840 cfs, of which 2450 cfs would flow through the structure and 390 cfs would be diverted to the irrigation canal.

If the waterway had to convey a 25-year flood of 4220 cfs upstream, the top of the roadway would have to be raised to approximately 2358.0 feet to prevent overtopping. The bottom-of-beam elevation corresponding to this roadway elevation is approximately 2356.0 feet (Figure 6). Because the road under consideration is very flat and would require approximately 0.5 mile of roadway to be raised to prevent overtopping, it is not recommended that the structure be designed for a 25-year event.

A bottom-of-beam elevation of 2354.0 feet is recommended. This waterway conveys approximately the same amount of flow as a waterway with a bottom-of-beam elevation of 2354.5 feet. Figure 1 gives a summary of the existing and proposed hydraulics.

## RIPRAP

For the recommended waterway with a bottom-of-beam elevation of 2354.0 feet, the disturbed embankment slopes through the bridge opening and any fill should be protected with a one-foot thick blanket of Class 100 loose riprap. The riprap protection should extend to elevation 2354.0 feet. A filter blanket will not be required. This protection should also have a toe trench. If the concrete aprons are left in place, riprap protection in their location is not necessary.

AMB:ja

Attachments

cc Bob Pool w/attach.
Walt Hart "
Rick Kuehn "
Bob Hector "
Cam Gilmour "
Glen Thommen "
[redacted] "
Herb Schell, FHWA "

FIGURE 1

| | Q (cfs) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Upstream | Into Irrigation Canal | Through Structure | Waterway Opening (Ft.) | Waterway Area (Sq. Ft.) | Design Highwater Elevation (Ft.) | Backwater Elevation (Ft.) | Backwater Depth (Ft.) |
| Existing | | | | | | | | |
| Overtopping Flood 7-year | 2620 | 420 | 2200 | 42 | 185 | 2352.0 | 2354.0 | 2.0 |
| Bottom-of-Beam Elevation = 2354.0 ft. | | | | | | | | |
| Overtopping Flood 8-year | 2780 | 400 | 2380 | 43 | 210 | 2352.2 | 2354.0 | 1.8 |
| Bottom-of-Beam Elevation = 2354.5 ft. | | | | | | | | |
| Overtopping Flood 8-year | 2840 | 390 | 2450 | 43 | 215 | 2352.3 | 2354.0 | 1.7 |
| Bottom-of-Beam Elevation = 2356.0 ft.<br>Grade Elev. = 2358.0 ft. | | | | | | | | |
| 25-year | 4220 | 460 | 3760 | 50 | 320 | 2354.5 | 2357.2 | 2.7 |

FIGURE 2

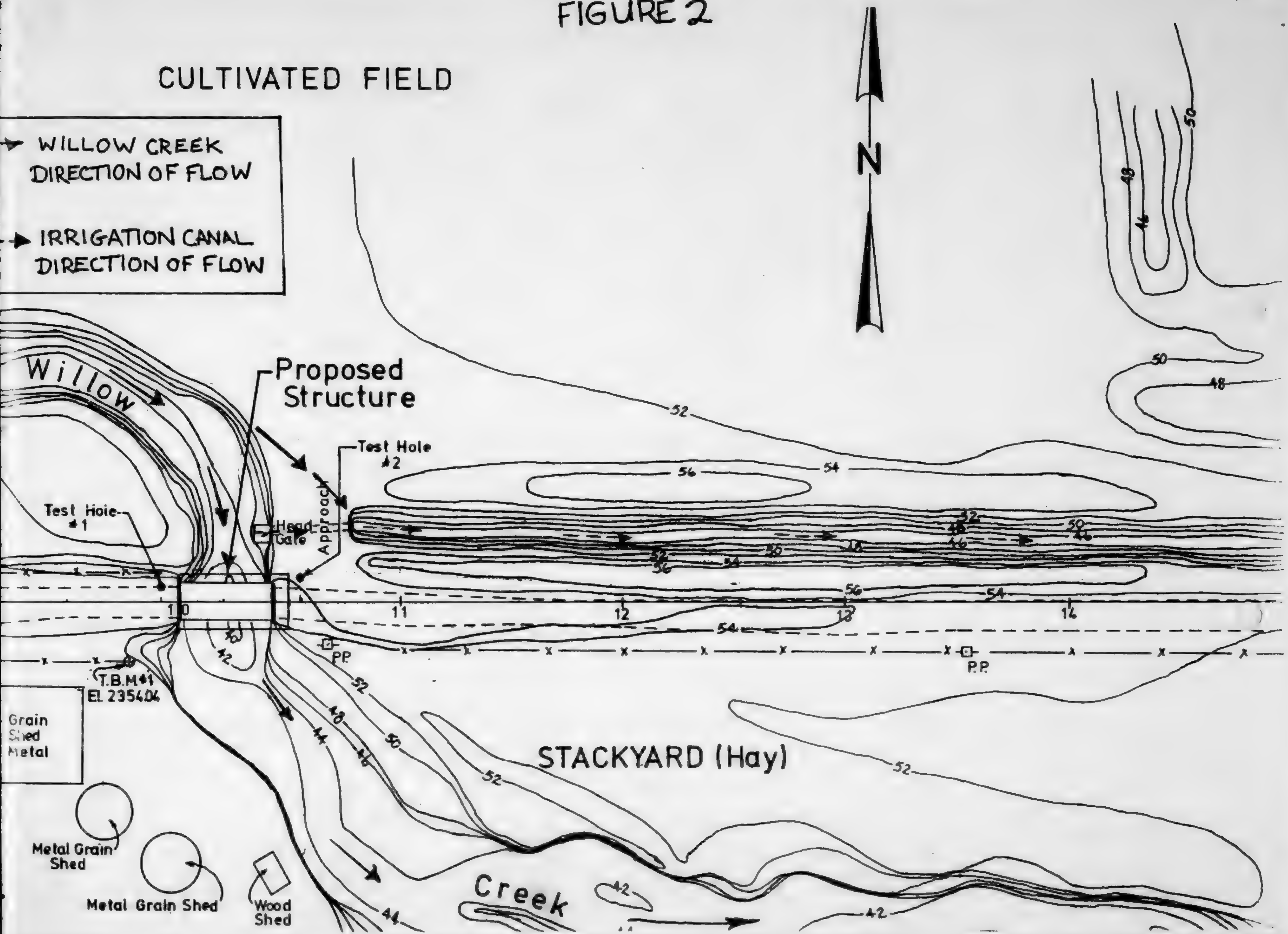
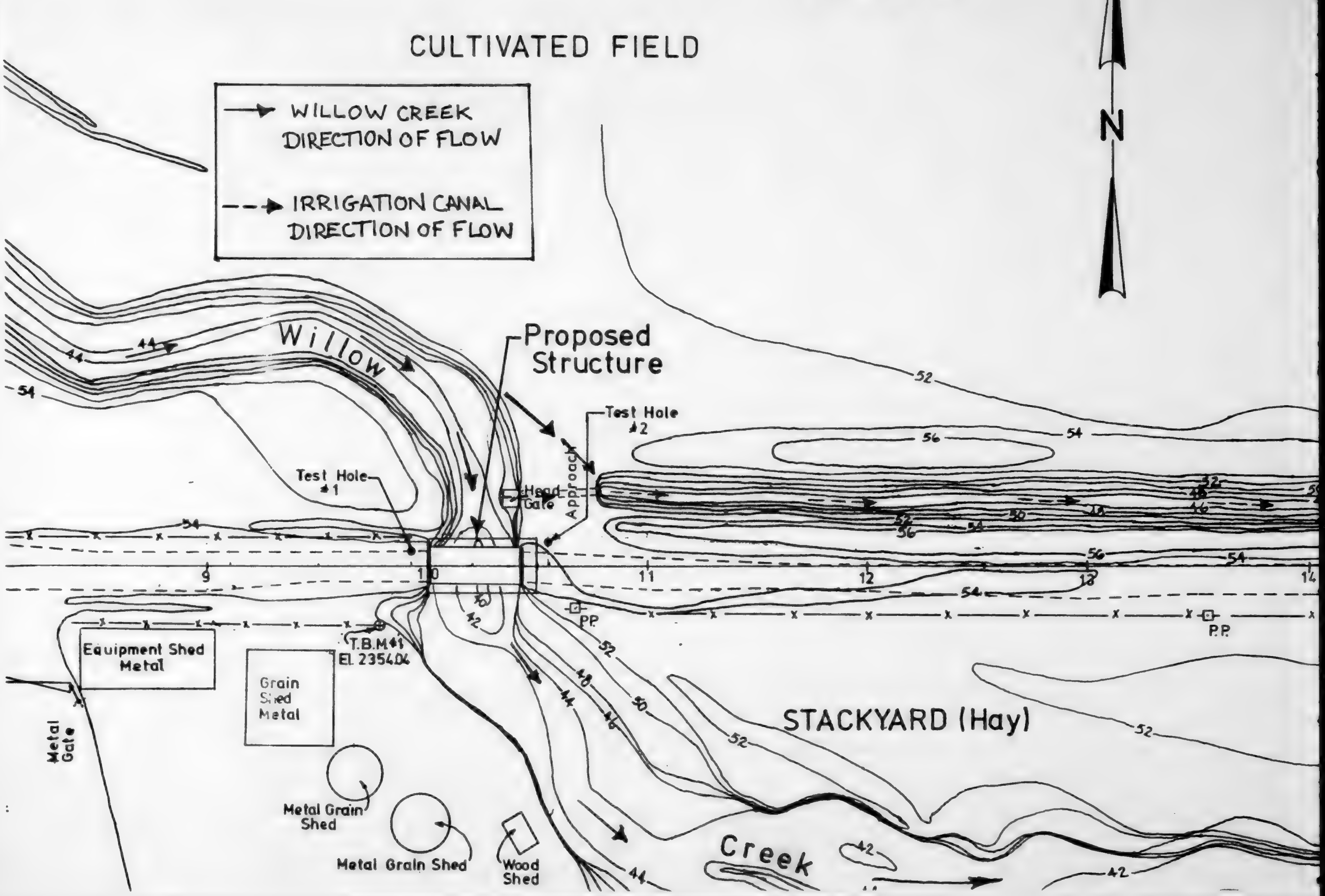

CULTIVATED FIELD
N
WILLOW CREEK DIRECTION OF FLOW
IRRIGATION CANAL DIRECTION OF FLOW
Willow
Creek
Proposed Structure
Test Hole #2
Test Hole #1
Head Gate
Approach
T.B.M.#1
El. 2354.06
P.P.
P.P.
Grain Shed Metal
Metal Grain Shed
Metal Grain Shed
Wood Shed
STACKYARD (Hay)
10
11
12
13
14
52
54
56
50
48
46
44
42

FIGURE 2


CULTIVATED FIELD
N
WILLOW CREEK DIRECTION OF FLOW
IRRIGATION CANAL DIRECTION OF FLOW
Willow
Creek
Proposed Structure
Test Hole #1
Test Hole #2
Head Gate
Approach
T.B.M.#1 El. 2354.06
P.P.
P.P.
Equipment Shed Metal
Grain Shed Metal
Metal Grain Shed
Metal Grain Shed
Wood Shed
Metal Gate
STACKYARD (Hay)
9
10
11
12
13
14
54
44
44
52
54
56
56
54
52
50
48
46
42
40
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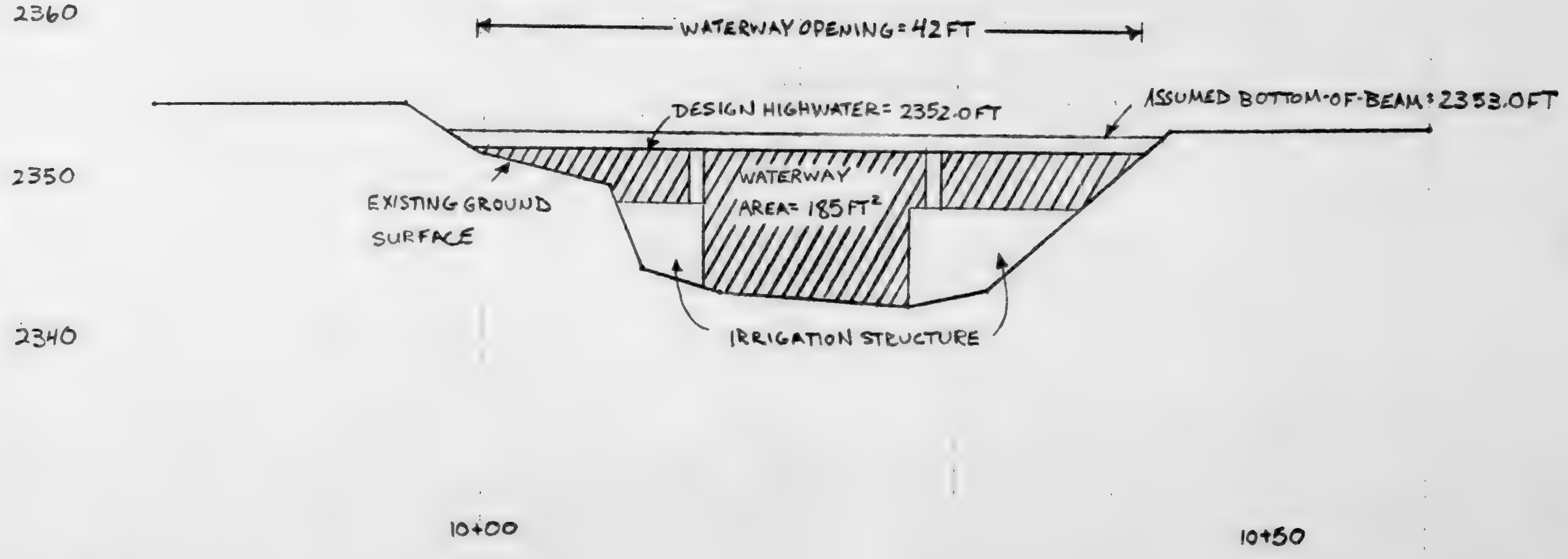
52
42
42
44

FIGURE 3

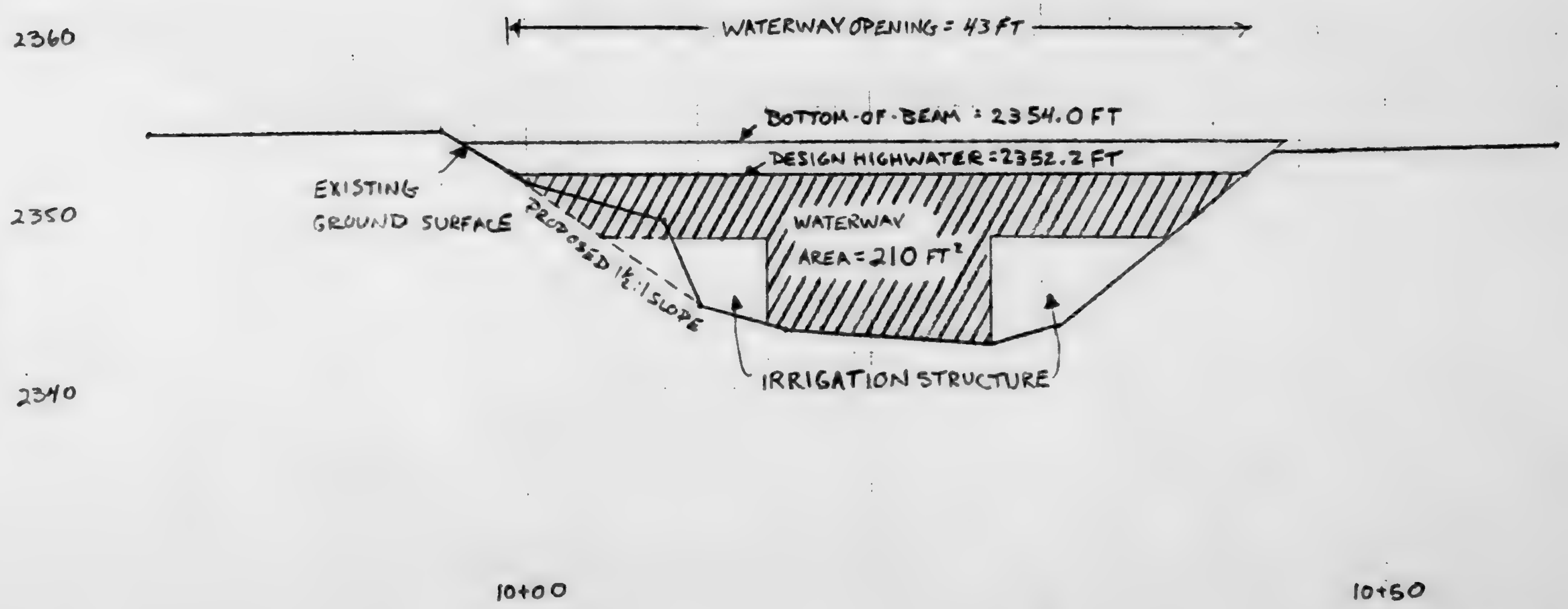
EXISTING WATERWAY
15 FT UPSTREAM OF CENTERLINE


2360
2350
2340
WATERWAY OPENING = 42 FT
DESIGN HIGHWATER = 2352.0 FT
ASSUMED BOTTOM-OF-BEAM = 2353.0 FT
WATERWAY AREA = 185 FT²
EXISTING GROUND SURFACE
IRRIGATION STRUCTURE
10+00
10+50

A m B
5/9/85

# FIGURE 4

PROPOSED WATERWAY
(BOTTOM-OF-BEAM ELEVATION 2354.0 FT)
15 FT UPSTREAM OF CENTERLINE

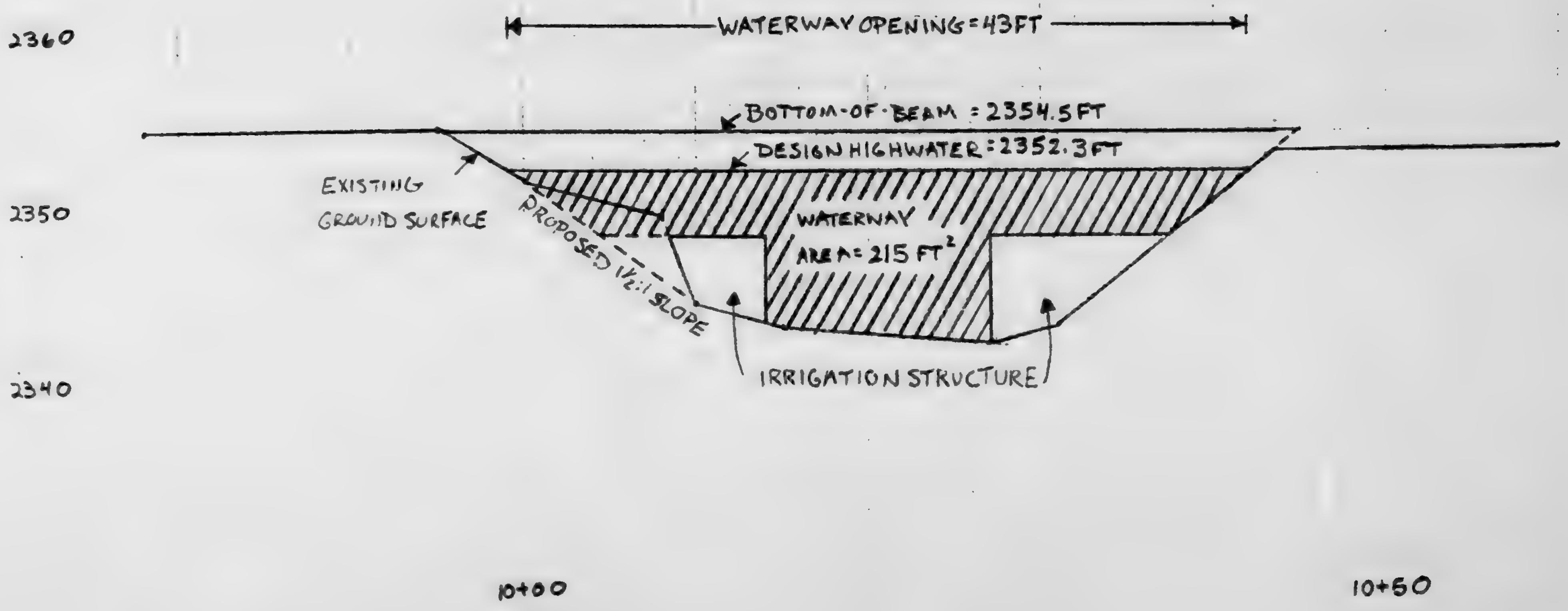

2360
2350
2340
WATERWAY OPENING = 43 FT
BOTTOM-OF-BEAM = 2354.0 FT
DESIGN HIGHWATER = 2352.2 FT
EXISTING GROUND SURFACE
PROPOSED 1½:1 SLOPE
WATERWAY AREA = 210 FT²
IRRIGATION STRUCTURE
10+00
10+50

A.M.B.
5/9/85

FIGURE 5

PROPOSED WATERWAY

(BOTTOM-OF-BEAM ELEVATION 2354.5FT)
15 FT UPSTREAM OF CENTERLINE

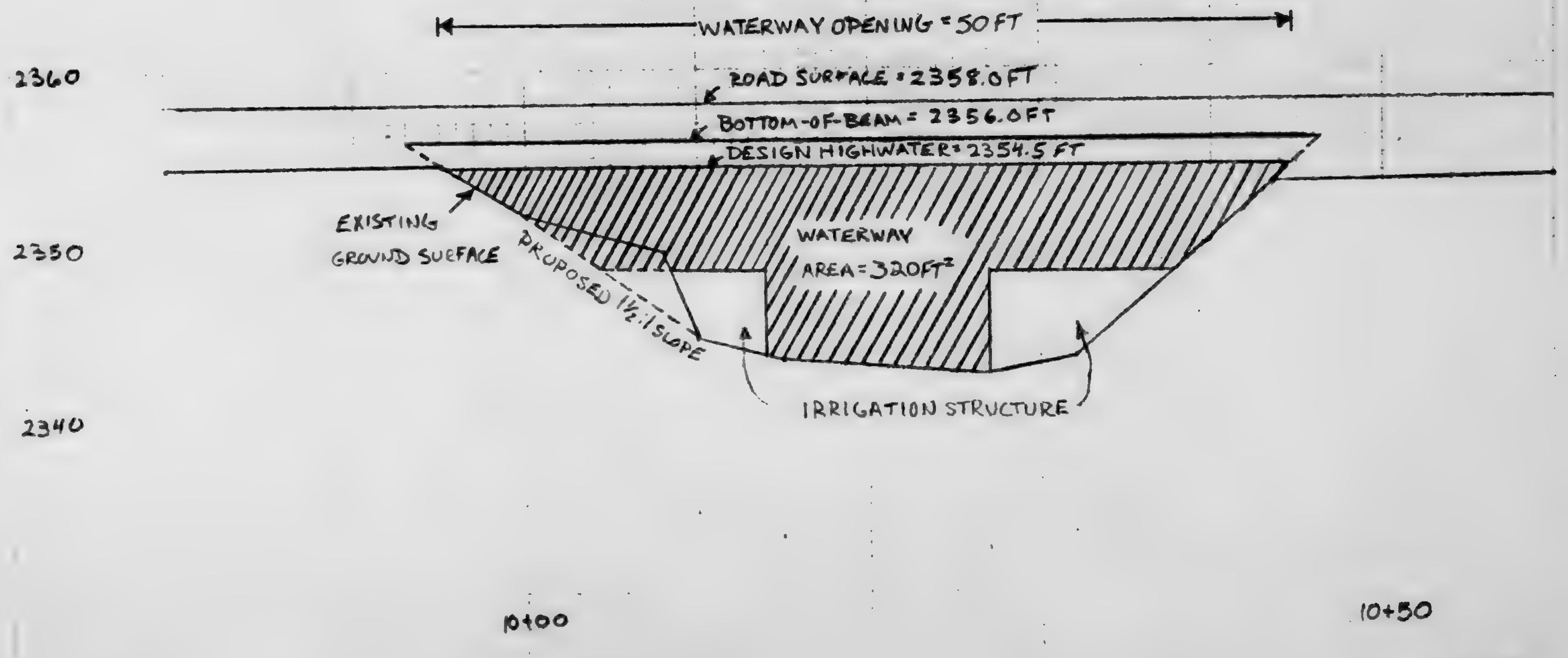

WATERWAY OPENING = 43FT
BOTTOM-OF-BEAM = 2354.5FT
DESIGN HIGHWATER = 2352.3FT
EXISTING GROUND SURFACE
PROPOSED 1½:1 SLOPE
WATERWAY
AREA = 215 FT²
IRRIGATION STRUCTURE
2360
2350
2340
10+00
10+60

A.M.B.
5/10/85

# FIGURE 6

PROPOSED WATERWAY

(ROAD SURFACE ELEVATION = 2358.0FT)
15 FT UPSTREAM OF CENTERLINE


WATERWAY OPENING = 50 FT
ROAD SURFACE = 2358.0FT
BOTTOM-OF-BEAM = 2356.0FT
DESIGN HIGHWATER = 2354.5 FT
EXISTING GROUND SURFACE
PROPOSED 1½:1 SLOPE
WATERWAY AREA = 320FT²
IRRIGATION STRUCTURE
2360
2350
2340
10+00
10+50

A.M.B
5/10/85

# HYDRAULIC DATA

| | DESIGN FLOOD | BASE FLOOD | OVERTOPPING FLOOD | MAXIMUM FLOOD YEAR ( ) |
|---|---|---|---|---|
| Discharge cfs / m$^3$/s | | 6430* | 2780** | |
| Frequency – yrs. | | 100 | 8 | |
| H.W. Elevation ft. / Natural Channel*** m. | | 2359.0 | 2352.2 | |
| Backwater Elevation ft. / m. | | - | 2354.0 | |
| Average Velocity fps / mps | | - | 11.3 | |
| Headwater Elevation ft. / m. | | - | - | |
| Tailwater Elevation ft. / m. | | - | - | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

**REMARKS:** PROPOSED BOTTOM-OF-BEAM ELEVATION = 2354.0 FT

* 5970 CFS THROUGH STRUCTURE
** 2380 CFS THROUGH STRUCTURE
*** WITH IRRIGATION STRUCTURE IN CHANNEL

## OREGON DEPT. OF TRANSPORTATION
### HYDRAULICS UNIT

WILLOW CREEK (ROBERTSON) BRIDGE NO. 45C108
COUNTY ROAD 742
MALHEUR COUNTY

COMPILED BY: ANN M. BATTEN

DATE: MAY 17, 1985

# HYDRAULIC DATA

| | DESIGN FLOOD | BASE FLOOD | OVERTOPPING FLOOD | MAXIMUM FLOOD YEAR (      ) |
|---|---|---|---|---|
| Discharge cfs | | 6430* | 2840** | |
| Discharge m³/s | | | | |
| Frequency — yrs. | | 100 | 8 | |
| H.W. Elevation ft. Natural Channel*** | | 2359.0 | 2352.3 | |
| H.W. Elevation m. Natural Channel*** | | | | |
| Backwater Elevation ft. | | - | 2354.0 | |
| Backwater Elevation m. | | | | |
| Average Velocity fps | | - | 11.4 | |
| Average Velocity mps | | | | |
| Headwater Elevation ft. | | - | - | |
| Headwater Elevation m. | | | | |
| Tailwater Elevation ft. | | - | - | |
| Tailwater Elevation m. | | | | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

**REMARKS:** PROPOSED BOTTOM-OF-BEAM ELEVATION = 2354.5 FT

* 5970 CFS THROUGH STRUCTURE
** 2450 CFS THROUGH STRUCTURE
*** WITH IRRIGATION STRUCTURE IN CHANNEL

## OREGON DEPT. OF TRANSPORTATION
### HYDRAULICS UNIT

WILLOW CREEK (ROBERTSON) BRIDGE NO. 45C108
COUNTY ROAD 742
MALHEUR COUNTY

| COMPILED BY: | DATE: |
|---|---|
| ANN M. BATTEN | MAY 17, 1985 |

# HYDRAULIC DATA

| | | DESIGN FLOOD | BASE FLOOD | OVERTOPPING FLOOD | MAXIMUM FLOOD YEAR ( ) |
|---|---|---|---|---|---|
| Discharge | cfs | | 6430** | 4220** | |
| | m$^3$/s | | | | |
| Frequency — yrs. | | | 100 | 25 | |
| H.W. Elevation | ft. | | 2359.0 | 2354.5 | |
| Natural Channel*** | m. | | | | |
| Backwater Elevation | ft. | | - | 2357.2 | |
| | m. | | | | |
| Average Velocity | fps | | - | 11.8 | |
| | mps | | | | |
| Headwater Elevation | ft. | | - | - | |
| | m. | | | | |
| Tailwater Elevation | ft. | | - | - | |
| | m. | | | | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

**REMARKS:** PROPOSED BOTTOM-OF-BEAM ELEVATION = 2356.0 FT
PROPOSED GRADE ELEVATION = 2358.0 FT

* 5970 CFS THROUGH STRUCTURE
** 3760 CFS THROUGH STRUCTURE
*** WITH IRRIGATION STRUCTURE IN CHANNEL

## OREGON DEPT. OF TRANSPORTATION
### HYDRAULICS UNIT

WILLOW CREEK (ROBERTSON) BRIGDE NO. 45C108
COUNTY ROAD 742
MALHEUR COUNTY

| COMPILED BY: | DATE: |
|---|---|
| ANN M. BATTEN | MAY 17, 1985 |

12 119

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 4

TO: Tom Carman, Utility Specialist
Region 5

DATE: March 4, 1985

FROM: Bob Pool
Bob Pool
Location Engineer

SUBJECT:
Willow Creek (Robertson) Bridge
County Road 742
Malheur County

The request to reduce the proposed structure width from 28 feet to 24 feet by Malheur County has been reviewed by this office.

Knowing the existing roadway is less than 20 feet in overall width, the ADT is probably no greater than 15, and a gravel road where the prudent speed is 35 MPH accessing ranch lands, the 24-foot width is supported.

By a copy of this letter, I am advising the Bridge Section to proceed with the design of a 24-foot width structure. The width is further supported by the 1984 AASHTO, where a 20-foot travel way plus 2 feet each shoulder is minimum.

cc Walt Hart (enc.)
Herb Schell, FHWA
Dave Carter
Gary Potter
Bob Hector

WFC:ja

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
MAR 7 1985
REFER TO Local Programs, Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10,109

Willow Creek (Robe, son) Bridge
County Road No. 742

Malheur County
February, 1985

# LOCATION NARRATIVE REPORT

## GENERAL

This project is to replace a functionally obsolete timber bridge over Willow Creek with a modern precast concrete member structure. The site is located about 2 miles east of Willow Creek, this being approximately 1 3/4 miles east of the John Day Highway on County Road No. 742, otherwise known as 9th Avenue East.

Willow Creek, at this point, meanders through flat agriculture land, with a small amount of vegetation lining the banks.

The main function of this bridge is for access to agricultural lands, hay storage areas and feedlots.

True elevations were used for field data gathered in this survey. Control was obtained from a bench mark on the John Day Highway.

## TYPICAL SECTION

The typical section calls for 10" of pit run native gravels with a 4" crushed aggregate base running surface. Finished top width will be 24 feet.

## ALIGNMENT

Existing horizontal and vertical alignment at the structure site are good--no changes are recommended.

## EARTHWORK

A relatively small amount of grading will be required for a short distance each side of the structure for widening and raising the grade slightly. A detour will also need to be constructed immediately downstream from the site. The embankment for this can come from excavation on each side of the creek or from a borrow source if granular material is required in the water.

## DRAINAGE

No drainage facilities exist within the project limits. The surrounding area is fairly level and any runoff drains into the creek or on to the east.

## MATERIAL SOURCES

The pit run base material can come from local County-owned or controlled borrow sources. One or two pits are located within 5 miles of the project. No permits will be required as the total estimated quantity required will be under 500 cubic yards.

The crushed aggregate will have to come from a commercial source. One is located in Vale that has produced satisfactory material for other projects. The specs for this material should be fairly relaxed so that we don't have to get qualifying samples and run a bunch of tests on such a paltry amount (100+ cubic yards). Size should be specified as 1"-0 or 3/4"-0.

Water needed, if any, could be obtained from Willow Creek. No separate item has bee included for water; it should be incidental to other related items.

Poured-in-place concrete will have to come from commercial sources located in Ontario or Nyssa.

It appears that some Class 50 or 100 riprap should be placed at the site for bank protection, particularly on the downstream side of the new bridge. On the upstream side, the banks are well vegetated and there is a check dam immediately upstream from the old bridge that restricts the stream flow during irrigation season. The nearest source for this material would probably be Vale Butte. This is a BLM quarry that the County has a use permit on. Haul distance would be about 15 miles. Another would be a private source in Brogan Canyon, a distance of 20 miles plus or minus.

## UTILITIES

An overhead power line runs parallel with the road about 18-20 feet from centerline on the south side. This should not be in conflict with the new construction if care is exercised with work requiring use of a crane.

## RIGHT-OF-WAY

No permanent R/W will be required for this project. A donation temporary easement from the landowner for construction, use and removal of the detour will be all that is needed.

## IRRIGATION FACILITIES

A check dam and headgate are in place just upstream from the existing bridge. In fact, the exterior posts on the interior bents of the old bridge are sitting on top of the check dam walls. These facilities must be preserved and remain operable during the irrigation season, which will undoubtedly be when the new structure is being erected. With the proposed simple span, these facilities should not be disturbed or affected by the new construction. (see slide photos)

These structures are owned by the Warm Springs Irrigation District.

TRAFFIC CONTROL

A detour is needed and proposed at this site as there is no alternate route around it. Access to the agricultural land to the east must be maintained during construction. The landowner will donate a temporary easement for use of the corridor during construction. In talking with the County Roadmaster, he stated that a 48" culvert under the detour would probably be more than adequate to handle the stream flow as most of the water is taken out for irrigation during season. This should be the minimum size specified. No item is included for it--contractor can furnish, install and remove as incidental to detour work.

STRUCTURE

A 24'x50' precast, prestressed concrete slab simple span bridge set on friction piling is proposed to be the replacement structure. It should have the standard abutment wall and wingwalls for embankment and slope protection. On the original project request, a 28' wide structure was specified. In view of the low traffic volume, no through traffic and sufficient width for farm equipment, I suggested to the County Court that a 24' width would be adequate for their needs. They concurred and will submit a request for the change. Our calculations have been revised to reflect this change.

We propose raising the grade at the new structure so that the bottom of the new slabs will be approximately at the top of the existing deck. This is purported to be near the high water mark. There is no problem with ice jams or flows.

GUARDRAIL

A field approach at the N.E. corner of the bridge will require a short piece of Type 2A with a tight radius. The other 3 corners of the bridge can accommodate the minimum standard runs of 25' of Type 3 and 25' of Type 2A.

SUMMARY

The cost estimate on this project is based upon the latest data available from our Construction Cost Group. Total cost of the project is estimated at slightly over $122,000. This is somewhat less than the programmed estimate of $140,600; mainly due to reducing the width of the structure by 4 feet.

Another source of any information not covered in this report would be: Virgil Maupin, Malheur County Roadmaster--phone 473-3191.

B. N. Hatcher
B.N. Hatcher
Project Manager

February 14, 1985

Prepared by
Location Design

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section WILLOW CR. (ROBERTSON) BRIDGE
Highway COUNTY ROAD 742 County MALHEUR Prefix 223-1915
Length 0.08 Miles Designer Grassman Date 2-7-85
Signed Title

Grading & Drainage
Surfacing
ROADWORK $ 34,833.00

Extra Work

TOTAL EXTRA WORK $
TOTAL . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . $ 34,833.00
+20% Engineering and Contingencies $ 6,966.00

Structures

| | |
|---|---|
| 24'×50' Conc. Slab Structure | $ 55,200.00 |
| BRIDGE REMOVAL | $ 3,520.00 |
| TOTAL | $ 58,720.00 |
| 20% E.&C. | $ 11,744 |

TOTAL STRUCTURES $ 70,465.00
Right of Way (None Required) $ ——
TOTAL ESTIMATED COST . . . . . . . . . . . . . . $ 112,264

Prepared by LOCATION DESIGN

# SUMMARY-BID SCHEDULE-COST ESTIMATE
## OREGON STATE HIGHWAY DIVISION

| | | | | | |
|---|---|---|---|---|---|
| **SECTION** Willow Creek (Robertson) Bridge (45C108) | | **COUNTY** Malheur | | **SHEET** 1 | **OF** 1 |
| **KIND OF WORK** Bridge Construction | **KEY NUMBER** | **LENGTH** 50' | **DATE** 2-15-85 | **NAME** B.N. Hatcher | |

| NO | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| 1 | Mobilization | | Lmp Sum | All | 9% ~~10%~~ | $ 2,750.00<br>~~$7,720.00~~ |
| 2 | Temp. Protect. & Dir. of Traffic | | Lmp Sum | All | 1½% ~~3%~~ | 4[illegible]0.00<br>~~2,315.00~~ |
| 3 | Temporary Signs | | Sq ft | 76 | $ 8.00 | 608.00 |
| 4 | Temporary Barricades | | Each | 6 | 75.00 | 450.00 |
| | General Excavation | | Cu Yd | 346 | 6.50 | 2,249.00 |
| 5 | Embankment in Place | | Cu Yd | 831 | 10.00 | 8,310.00 |
| 6 | Grid-Rolled Aggregate Subbase | | Cu Yd | 685 | 10.00<br>~~11.00~~ | 6,850.00<br>~~1,452.00~~ |
| | Temporary Drainage Structure | (24" CMA) | Lin Ft | 44 | 50.00 | 2,200.00 |
| 7 | Watering | | M-Gal | 50 | 10.00 | 500.00 |
| 8 | Toe Trench Excavation | | Cu Yd | 20 | 10.00 | 200.00 |
| 9 | Aggregate Base (3/4"-0) | | Cu Yd | 188<br>~~133~~ | 12.00 | 2,256.00<br>~~1,596.00~~ |
| ~~10~~ | Type 1 Fence | | Lin. Ft. | 300 | 4.00 | 1,200.00 |
| 11 | Guard Rail Type 2A | | Lin Ft | ~~87.5~~<br>112.5 | 12.00 | ~~1,050.00~~<br>1,350.00 |
| 12 | Guard Rail Type 3 | | Lin Ft | ~~75~~<br>87.5 | 30.00 | ~~2,250.00~~<br>2,625.00 |
| 13 | Guard Rail Anchors Type 1<br>Guard Rail Anchors Type 1 Modified | | Each<br>Each | 3<br>1 | 350.00<br>350.00 | 1,050.00<br>350.00 |
| 14 | Guard Rail End Pieces Type C | | Each | 3 | 90.00 | 270.00 |
| 15 | Guard Rail Encd Piece Type B | | Each | 1 | 75.00 | 75.00 |
| 16 | Loose Riprap, Class ~~50~~ 100 | | Cu Yd | 60 | ~~20.00~~ | ~~1,200.00~~<br>1,050.00 |
| | | | | | | 34,833.00 |
| 17 | Bridge Removal Work | | Lmp Sum | All | 3520.00 ✓ | 3,520.00 |
| 18 | Structure 50'x24' | | Sq Ft | 1,200 | 46.00 ✓ | 55,200.00 |
| | | | | Sub-Total | | 93,553.00<br>18,710.60 |
| | Engineering & Contingencies add ~~10%~~ 20% | | | TOTAL → | | $ 112,264.<br>~~122,110.00~~<br>~~$ 104,674.00~~ |

73[illegible]736 (REV. 3-84) Corrected by Region 2-2-85 T.C.

HBR Program $141,000
Field Est. $104,674

Sht. 1 of 3

# LOCATION DESIGN

## ASSIGNMENT SHEET and PROJECT DIARY

**Section** Willow Cr. (Robertson) Bridge **Highway** County Road **County** Malheur
**Assigned By** Al Hansen **Designer** J. Grassman **Date** 3-7-85
**Directions** Proceed with regular review of the location data. Will have to show construction features on a print of the Vicinity Map along with a plan & profile for the detour. You will have to complete the detour design

**Narrative By Designer**

The purpose of this project is to replace a badly deteriorated timber bridge over Willow Creek with a wider and longer 24' × 50' precast concrete structure on a gravel county road. Alignment centerline is a "P" Line running tangent the length of the project. "P" Line ties into the North edge of the existing roadway at the East end of the project. An angle point with a deflection right of 1°50' was added at Sta. 10+50, on the East edge of the proposed structure. "P" Line shifts about 6' South at Sta. 12+50 to the center of the roadway. This "P" Line becomes Construction ℄ for all construction and typical sections.

Proposed Guardrail (Types 2A and 3) was added to the vicinity map. To match Standard Drawing requirements, Type 2A Guardrail increased 25'. An additional 12.5' of Type 3 Guardrail was added around the radius of a revised road approach on the northeast end of the structure. One Type 1 Modified Anchor was added to the field estimate. Guardrail with tapers are shown on the vicinity map.

Proposed design speed of the county road is 35 m.p.h. The algebraic grade difference for the crest curve over the east end of the structure is 2.6%. Aashto Design Standards allows a grade difference of 2% at this speed. State Design Standards allows 2.6%. Reversing vertical curves were re-drawn with a grade difference of 2.2% to better match Aashto Standards. Flattening and raising the grade lengthened the project only 20'.

The proposed typical section for the main roadway is 24' feet wide with 3:1 rock slopes. Joe Fields of Surfacing Design sent a preliminary sheet recommending 10" of Grid Rolled Aggregate Subbase along with 4" of 3/4"-0 Aggregate Wearing Course.

Detour width is sufficient at 20'. ADT is 10 to 20 vehicles including 50% trucks, so this width was maintained. J. Fields okayed 6" of Grid Rolled Aggregate Subbase on the typical section.

A design for detour alignment was included in the location data, but the calculations did not match the alignment shown on the vicinity map. While maintaining the 35' offset from mainline ℄ to detour ℄, two 30° reversing curves and two 20° reversing curves were added at the West and East ends of the structure respectively on the vicinity map. A tangent section of 20' separates the two sets of reversing curves.

No Cross-Sections were included in the location data. Cross-sections for mainline and detour were plotted on a separate roll. After plotting a few sections on the detour, it was found that the detour did not match the existing roadbed on either end of the project. A new detour profile was designed on the cross-section roll with flatter grades to better match the existing roadbed. The profile elevation over the Temporary Drainage Structure was maintained at 2½'. A higher elevation would result in toes of slopes infringing on construction of the new structure. The grade difference for the sag vertical curve increased to 15½% in 90' for the reasons previously mentioned. "P" Line stationing was used in plotting the profile, so grades are approximate. The grain shed on the southwest end of the structure should be free of construction.

Cross-sections were re-plotted and quantities were calculated for earthwork. The bid item "Embankment in Place" is required for both the mainline and detour contrary to "General Excavation", as shown on the field estimate. 365 Cu. Yds. of excavation is required for removing the detour, half of which is excess material.

No bid item was included in the field estimate for a culvert under the detour. D. Bryson of Hydraulics okayed a 48-inch Temporary Drainage Structure with construction done during summer months. A culvert length of 44' should be adequate in carrying the detour, as shown on the cross-sections. A bid item for 44' of Temporary Drainage Structure was added to the field estimate

D. Bryson recommended using Class 100 Loose Riprap under the new structure is place of Class 50. Calculations in the location data appeared okay, so quantities were left unchanged.

A total of 300' of Type 1 Fence will need to be relocated on the northwest and southeast corners of the structure. A bid item for Type 1 Fence, costing $1,200, was added to the field estimate.

J. Chidsey of Bridge Design okayed the cost for building a

Sht. 3 of 3

new 24'×50' precast concrete slab structure at $55,200. Removing the old structure was okay at $3,520. Engineering and Contingencies at 20% is extra as shown on the field estimate.

All prices were checked through D. Parker of Cost Analysis. No substantial changes were made.

Construction details and notes were added to the vicinity map. Additions were also made to the profile and typical section for the mainline. The new cross-section role includes a profile and Typical section for the detour.

B. Hatcher, Project Manager in Ontario, was contacted concerning the location of existing R/W. He stated that the County informed him there was 60' of dedicated R/W, 30' either side. As stated in the Narrative Report, no additional R/W is required. A Temporary Construction Easement is needed in building the detour. The vicinity map shows a 60' width from centerline.

The original field estimate was $104,674. The estimate was redone with a total cost $7,500 higher than the original estimate. HBR Funding allows $141,000 giving the project a cushion of $29,000. The reason for the reduced cost was that the original project request for 28' of roadway and structure was reduced to 24' due to low traffic volumes and sufficient width for farm equipment.

James E. Grassman
Junior Designer

10,109

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2300(11) Willow Cr.

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-17-84

4. PROGRAM NO.

5. ITEM NO. 50043

2A. COUNTY NAME Malheur

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/12/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Willow Creek (Robertson) Bridge #45C108742C00150

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY

TEC $34,400
FF $27,520

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 10/9/84 subject to FHWA Field review.

RECEIVED
STATE HWY ENGR
DEC 19 '84
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. to 12/19

14. DATE 12/17/84

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

# PROJEC PROSPECTUS
## PART 4 — SURVEY AUTHORITY

MALHEUR CO.

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

REGION: 5

SECTION: WILLOW CREEK (ROBERTSON) BR. #45C108

| SURVEY AUTHORITY | AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|---|
| | 1 | 223-1915 | 08/28/84 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $10,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 300 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 800 | 935 SOILS | | 1,000 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 1,500 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 1,500 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | 1,500 | 938 REGION ENVIRONMENT | | = |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | 2,000 | 923 ENVIRONMENTAL SECTION | | 2,000 | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 6,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | 5,000 | 929 Free Br Specs. | | 1,000 |
| 914 REGION UTIL-ITY LIAISON | | 200 | 932 RAILROAD & UTILITIES | | 200 | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 34,400 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BROS-2300 (11)

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes. This project 100% Local Match.

PROGRAM SECTION
MANAGER ---- RESOURCE UNIT ----
FA UNIT ---- PROGRAM UNIT
DEC [illegible] 1984
REFER TO ----
R/D ---- ACT ---- REPLY ----
DISC ---- INFO ---- FILE ----

APPROVED BY ST. HWY. ENGR. 8-10-84

| | | | |
|---|---|---|---|
| PREPARED BY Roger C Lang | DATE 8/28/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 10/15/84 |
| RECOMMENDED, REGION ENGINEER X | DATE 8/29/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE [illegible] |
| RECOMMENDED, LOCATION ENGINEER X Frank E. | DATE 10/12/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12/12/84 | |

734-1914 (7-82)

10,107

November 13, 1984

Malheur County Court
PO Drawer C
Vale, OR 97918

AGR 4-2

Attention: Robert L. Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering each of the following projects:

Construction of the Bendire Creek (Beulah Reservoir) Bridge.

X Construction of the Willow Creek (Robertson) Bridge.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: ✓H.S. Coulter
State Highway Engineer

DATE: August 9, 1984

FROM: for Wayne Hobson
Gary A. Potter, Manager
Program Section

SUBJECT: Willow Creek (Robertson) Bridge #45C108
Malheur County
HBR OFF-Systems

Malheur County has requested a project to replace the Willow Creek Bridge on Robertson Road. The County has recently withdrawn two structures from the 1984-87 Bridge Replacement Program (#45C612 & #45C613) and request the subject project be substituted in their place. The estimated cost of the two withdrawn structures is $210,000.

| Jursidiction | Section | Total Funds | Federal Funds | Local Funds | S.R. |
|---|---|---|---|---|---|
| Malheur Co. | Willow Cr. (Robertson)<br>Bridge #45C108<br>HBR OFF-Systems | $168,500 | $134,800 | $33,700 | 16.9 |

Region 5 and this office have investigated this proposed project, confirming its validity and financing and request you authorize this project for the 1985 program year under delegated authority.

Approved By
H S Coulter
State Highway Engineer

Date 8-10-84

MKS:me

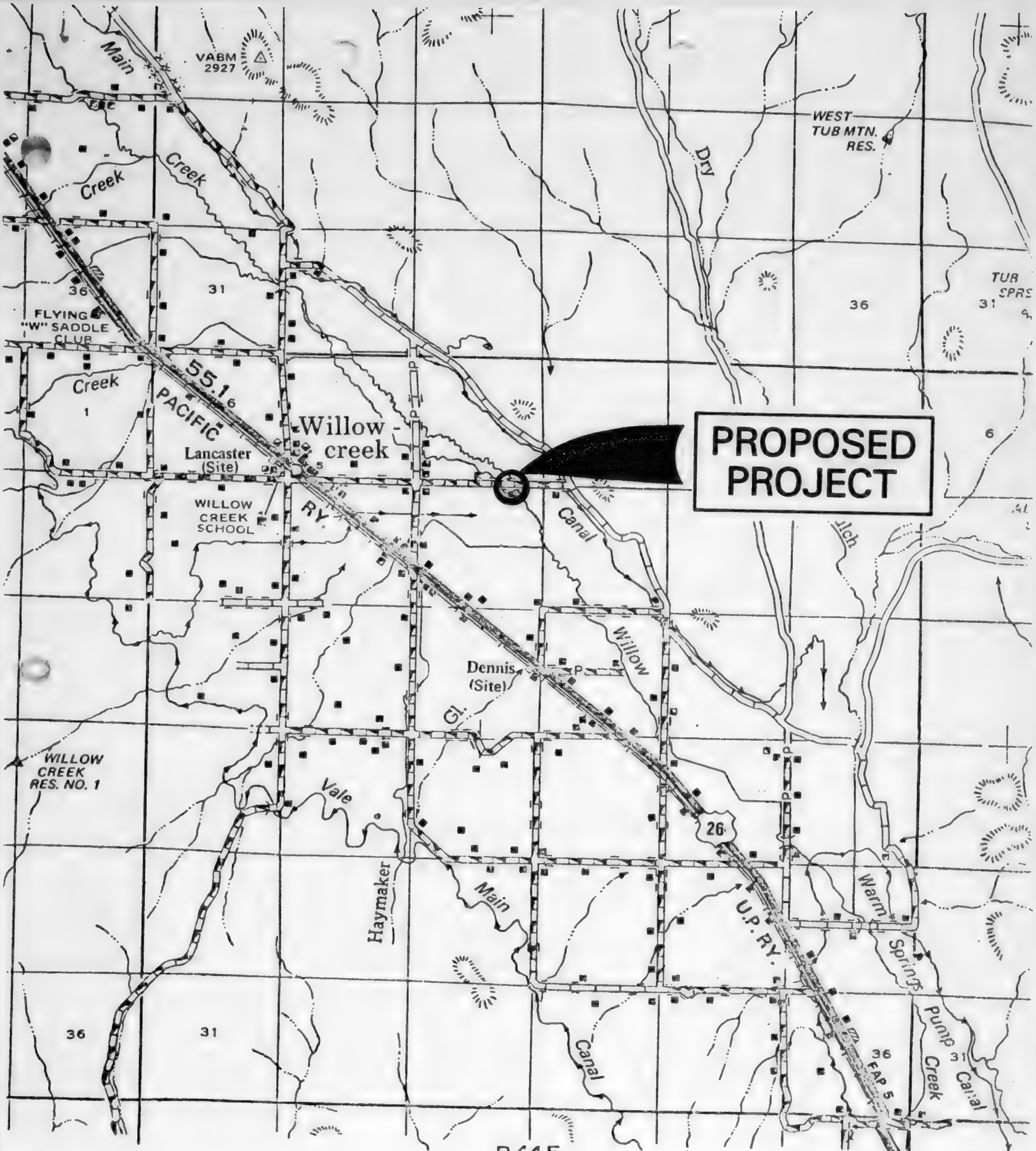
orig Johnson
cy potter
acctg
file 8-13

RECEIVED
STATE HWY ENGR
AUG 10 '84
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Contains Recycled Materials


PROPOSED PROJECT
VABM 2927
Main
Creek
Creek
WEST TUB MTN. RES.
Dry
36
31
36
31
TUB SPRS
FLYING "W" SADDLE CLUB
Creek
1
55.1
6
PACIFIC
RY.
Willow-creek
Lancaster (Site)
WILLOW CREEK SCHOOL
Canal
6
Willow
Dennis (Site)
Gl.
WILLOW CREEK RES. NO. 1
Vale
Haymaker
Main
26
U.P. RY.
Warm Springs
Pump Creek
Canal
Canal
36
31
36
31
FAP 5
R44E
IDAHO W.
100
2 850
117 20'
117 15'

[illegible]

October 16, 1984 PRO

The Honorable E.M. Sevell
Judge, Malheur County Court
Courthouse
251 B Street W.
Vale, Oregon 97918

Subject: Willow Cr. (Robertson) Br.
Project BROS-2300(11)
Malheur County

Dear Judge Sevell,

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8269 the County should submit an advance deposit for its share of the preliminary engineering cost.

| | |
|---|---|
| Estimate P.E. Cost | $ 34,400 |
| Less Free Bridge Design & Specs. | (7,500) |
| Less Federal Funds (80%) | (21,520) |
| County's Share (20%) | $ 5,380 |
| County's Share and Advance Deposit | $ 5,400 |

Please submit your advance deposit in the amount of $5,400 so that work may begin on the project. You may use one of the three options described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

ck ✓
Received
11-8-84
MKS

MKS:bkb
Attachments ✓
bcc: w/AD #84-109
Roger Lang, Region 5
V.E. Skoog - Please return completed AD #84-109 when advance deposit is received.

10,109

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

10-9-84

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. FED. | ROUTE NO. STATE |
|---|---|---|---|---|---|
| Co. Rd., 2.0 mi. E. of Willow Creek<br>"Willow Cr. (Robertson) Br. Sec." | 117 | 50043 | BROS-2300(11) | Non | Co. Rd. |

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Malheur Code 045 Imp. Code 09

A-95 Review:

State Cl. Ho. ........ Exempt X Date Approved ____

Dist. 14 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental ~~Assessment~~ Categorical: FHWA Concurrence Dated 10-1-84

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) Included in National Bridge Inventory No. 45C108742C00150 with SR 16.9.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

| | | |
|---|---|---|
| | TEC NTE | $ 34,400 |
| (80%) | FF | $ 27,520 |
| | STATE | $ 1,500 |
| | COUNTY | $ 5,380 |

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS: Attached data consists of Parts 1, 2 & 4 of Project Prospectus and Project Map.

DDB:pf Key No. 02592

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 10-9-84 | ORIGINAL SIGNED BY GARY A. POTTER<br>Gary A. Potter | Manager, Program Section |

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

MALHEUR Co.

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION WILLOW CREEK (ROBERTSON) BR. #45C108 | KEY ID# |
| | REGION 5 |

| | | | |
|---|---|---|---|
| SURVEY AUTHORITY | AUTHORIZATION NO. 1 | PREFIX | DATE 08/28/84 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $10,000 | $~~10,000~~ | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ 300 | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | 800 | | 935 SOILS | 1,000 | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | 1,500 | | 920 PROGRAM MANAGEMENT | 200 | | 937 HYDRAULICS | 1,500 | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN SERVICES | 200 | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | 2,000 | | 923 ENVIRONMENTAL SECTION | 2,000 | | 950 TRAINING | -0- | |
| 910 REGION GEOLOGIST | 1,000 | ~~1,000~~ | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | -0- | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | 6,000 | ~~6,000~~ | 930 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | 5,000 | | 929 FREE BR. SPECS. | 2,500 | |
| 914 REGION UTIL-ITY LIAISON | 200 | ~~200~~ | 932 RAILROAD & UTILITIES | 200 | | | | |
| | | | | | | TOTALS | $34,400 | $ |
| RIGHT-OF-WAY PREFIX | | | | | | PREVIOUS AUTHORIZATION | | $ |
| FEDERAL AID PROJECT NUMBER | | | | | | ADD. AUTH. REQUIRED | | $ |

LOCATION ENGINEER S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes. This project 100% Local Match.

9-25-84
CL

APPROVED BY ST. HWY. ENGR. 8-10-84

| | | | |
|---|---|---|---|
| PREPARED BY Roger C Lang | DATE 8/28/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE |
| RECOMMENDED, REGION ENGINEER X | DATE 8/29/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE |
| RECOMMENDED, LOCATION ENGINEER X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

10,109

[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 21, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Willow Creek (Robertson) Br. #45C108
County Road #742
Malheur County
BROS-2300(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
October 3, 1984

CMG:gc

Attachments (4)

10/1/84
For Division Administrator Date
Federal Highway Administration
Oregon Division

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt
Don Keyes (8)

Form 734-3122

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
WILLOW CREEK (ROBERTSON) BR. #45C108

REGION
5

**ESTIMATED RIGHT-OF-WAY IMPACTS**

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

**ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN**

Bridge replacement only. Nearby crop lands will not be adversely affected by the temporary construction easement. The project is consistent with the Malheur County Comprehensive Plan.

**ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY**

Traffic volumes and flow patterns would be unaffected by the project. Replacement of the existing structure is of high priority with the Malheur County Court as safety is threatened by the inability of the bridge to carry legal loads in an intensive agricultural area. The bridge has far exceeded the expected design life and currently carries an identified defifiencey rating of 16.9.

**ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES**

Little or no adverse impact is anticipated as the project will not employ any in-stream bents and the summer flow of Willow Creek is minimal because of irrigation withdrawals. An adjacent irrigation ditch and check dam and diversion facilities located just upstream will have to remain in operation during construction.

**ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES**

None.

**PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES**

None.

**RECOMMENDED PROJECT CLASSIFICATION**

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

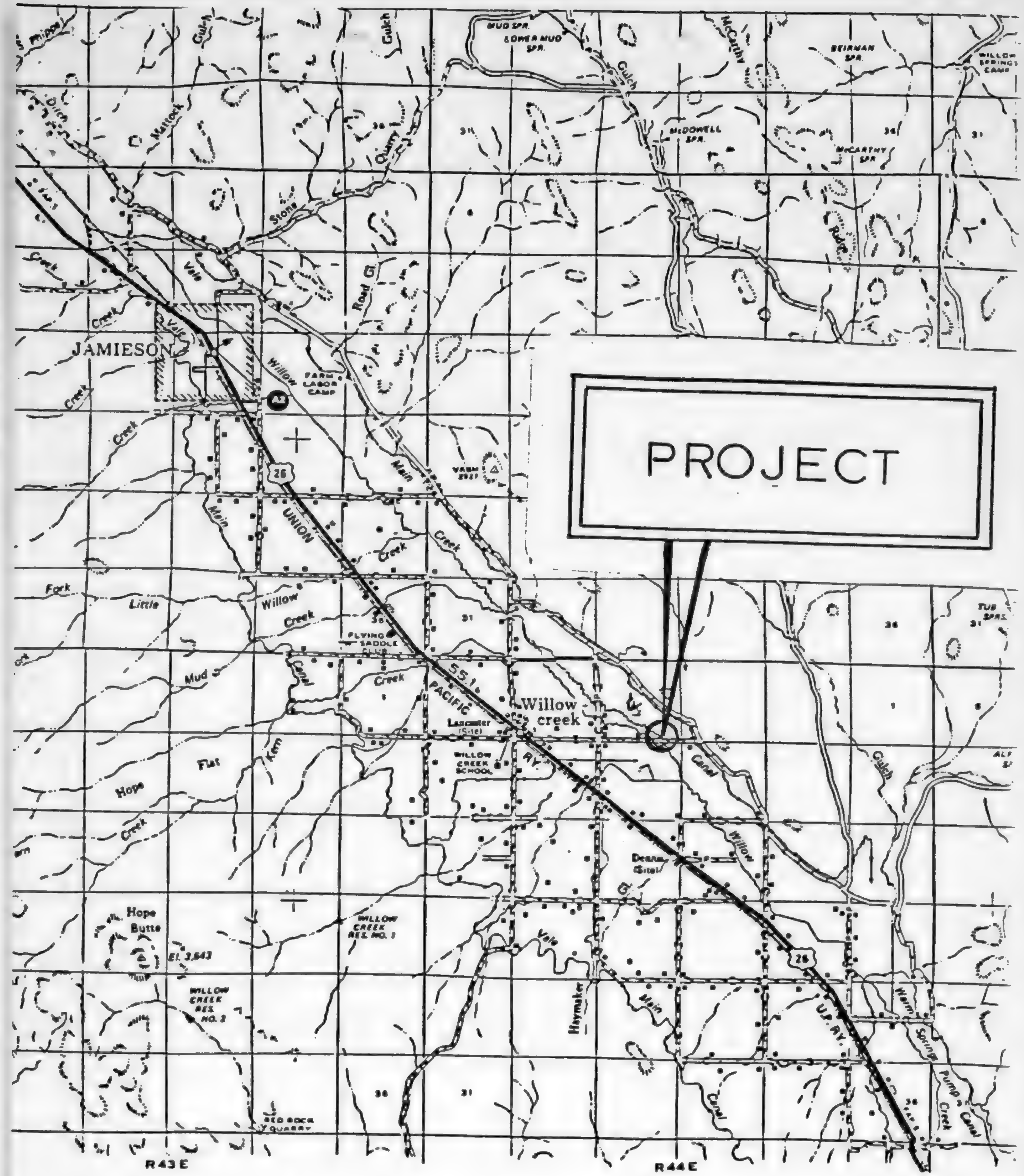
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse environmental related impacts are anticipated.

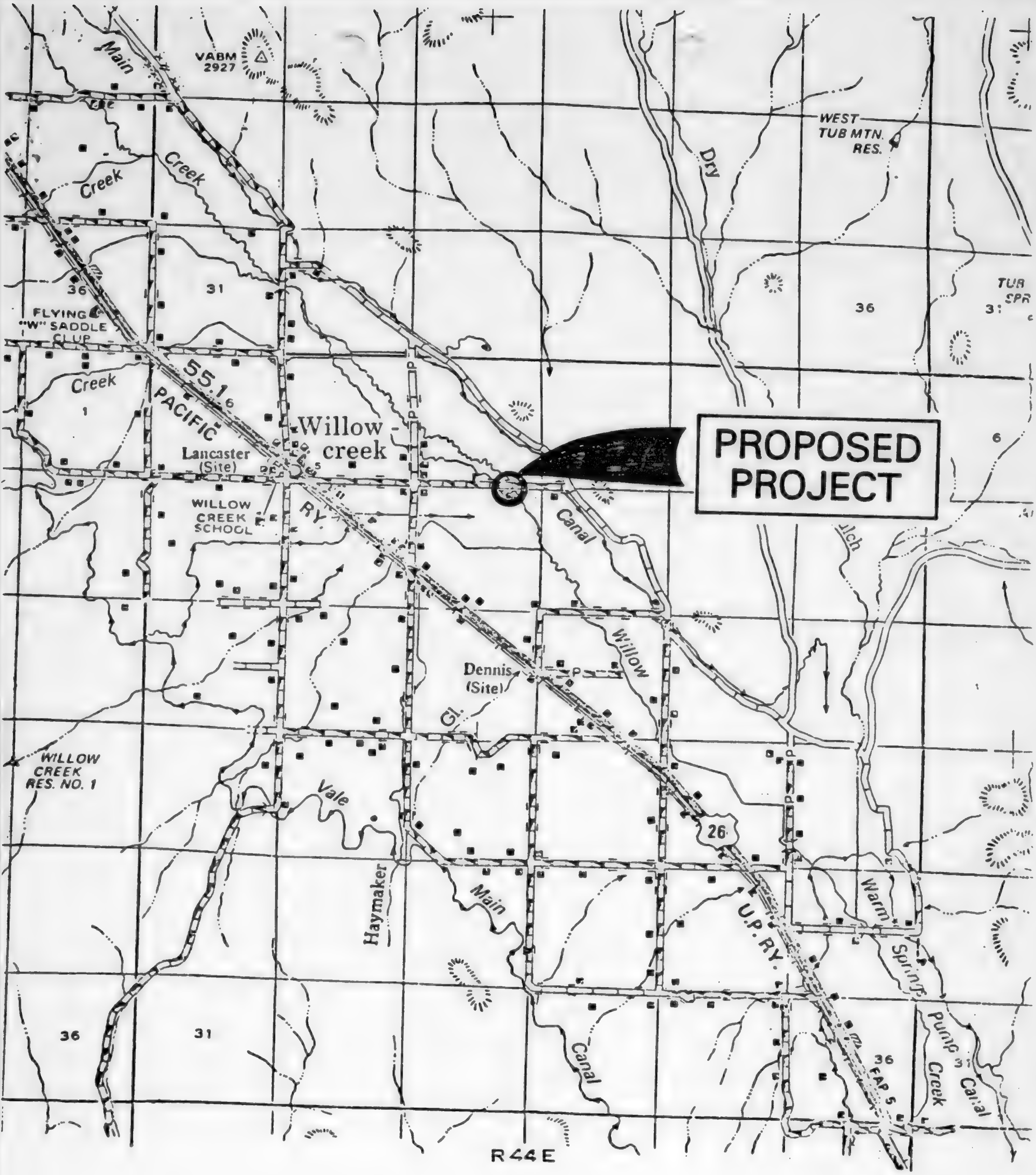
**OTHER DOCUMENTATION**

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X John Preston | 963-3177 | OCT 01 1984 |

734-1913 (7-82)


PROJECT
JAMIESON
Willow creek
UNION PACIFIC RY.
U.P. RY.
26
55.1
Lancaster (Site)
Deane (Site)
WILLOW CREEK SCHOOL
FLYING SADDLE CLUB
FARM LABOR CAMP
Willow Creek
Main Creek
Little Willow Creek
Fork
Mud Creek
Hope Flat Creek
Kern
Canal
Main Canal
Willow Canal
Vale Main Canal
Haymaker
Hope Butte
El. 3,643
WILLOW CREEK RES. NO. 1
WILLOW CREEK RES. NO. 3
RED ROCK QUARRY
Stone Quarry Gulch
Road Gl.
Mattock
Gulch
Ditch
Vale
Gulch
Ridge
McCarthy Gulch
MUD SPR.
LOWER MUD SPR.
McDOWELL SPR.
McCARTHY SPR.
BEIRMAN SPR.
WILLOW SPRINGS CAMP
TUB SPRS.
Warm Springs
Pump Canal
Creek
VABM 2927
R43E
R44E
117 25
117 20
36
31
1

ureau of Land
1972 Aerial Photography.


VABM 2927
Main
Creek
Creek
WEST TUB MTN. RES.
Dry
36
31
36
TUB SPR
FLYING "W" SADDLE CLUB
55.1
PACIFIC
Creek
1
Willow-creek
Lancaster (Site)
PROPOSED PROJECT
6
Canal
WILLOW CREEK SCHOOL
RY.
Willow
Dennis (Site)
WILLOW CREEK RES. NO. 1
Vale
26
Haymaker
Main
U.P. RY.
Warm
Springs
36
31
Canal
Pump
Creek
Canal
36
FAP 5
R44E
IDAHO W. 100 2 850
117 20
117 15

10/59

Highway Division PRO

Memo to the File September 19, 1984

Mike K. Shultz
Rural Program Coordinator

Willow Cr. (Robertson) Br. #45C108
Malheur County
HBR-OFF Systems Funding

The subject project was approved by H.S. Coulter August 10, 1984 to be included in the Highway Bridge Replacement Program. The subject project is approved as a 1985 OFF-Systems Local Project.

The County will acquire the needed right-of-way. Preliminary and construction engineering will be provided by the State. The State will provide a bridge design, plans and specifications at no cost to the County under ORS 366.155(K). Enclosed are the Project Prospectus forms for distribution.

MKS:bkb
Enclosure
cc: Hank Wakerlig - Please add to PCS.
W.F. Cobine - Please program with FHWA.
F.E. Terpin
J.B. Boyd
Don Aman
George Strawn
Cam Gilmour
Cost & Records Spec. (Location)
L.E. George, w/attach.
W.J. Hart, w/attach.
Ron Noble, w/attach.
R. Trygstad, w/attach.
Don Adams, w/attach.
Steve Macnab, w/attach.
R.D. Hector (Region 5)
Roger Lang (Region 5)

[illegible]

J 10,109

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 02592

SECTION: WILLOW CREEK (ROBERTSON) BR. #45C108

REGION: 5

| | | | |
|---|---|---|---|
| STATE HIGHWAY # N/A | HIGHWAY NAME 8-29-84 | MILE POST FROM TO | LENGTH 0.15± |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY MALHEUR | ROAD/STREET NAME CR #742 |
| ROUTE # N/A | FEDERAL AID # N/A | APPLICANT (IF OTHER THAN STATE) MALHEUR COUNTY | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | RIGHT OF WAY | |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 30 | GRADING (✓) | X | FILES (#) | 0 |
| RIGHT OF WAY | | $ 0 | PAVING (✓) | | ACRES Detour Easement (#) | 0.2 |
| ROADWAY | $ 30 | | STRUCTURES (✓) | X | RELOCATIONS (#) | 0 |
| STRUCTURES | $ 69 | | SIGNING (✓) | | **WORK BY STATE/CONSULTANT/APPLICANT** | |
| SIGNALS | $ | | SIGNALS (✓) | | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION (✓) | | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 2 | | | | RIGHT OF WAY DESCRIPTIONS (S,C,A) | A |
| | $ | | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | A |
| 40% ENGINEERING & CONTINGENCIES | $ 39.6 | | DESIGN CATEGORY (1-7) | 7 | **CONSTRUCTION BY** | |
| TOTAL CONSTRUCTION | | $ 140.6 | WORK TYPE (1-12) | 12 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE | | $ 170.6 | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/85 | RECOMMENDED FUNDING SOURCE HBR-OS | RECOMMENDED PROGRAM YEAR 1985 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | 0 | 0 |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 10-25 | |
| YEAR OF AVERAGE DAILY TRAFFIC | 1983 | |

DEFINE THE PROBLEM

Existing structure is deficient and not capable of carrying legal loads. Identified sufficiency rating is 16.9.

PROPOSED SOLUTION

Replace structure with prestressed reinforced concrete bridge, widen roadway and install guardrail.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER X | DATE 8/29/84 | | | |
| APPROVED, ASST. HWY. ENG. FOR OPERATIONS X | DATE | | | |
| APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

## GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

## SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

**SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY** and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

**COST ESTIMATES** — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

**PROJECT DATA** — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

**RIGHT OF WAY** — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

**WORK BY** and **CONSTRUCTION BY** are self-explanatory.

**FINANCING/PROGRAMMING** — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

**EXISTING & PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

**DEFINE THE PROBLEM** — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

**PROPOSED SOLUTION** — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

# PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| SECTION<br>WILLOW CREEK (ROBERTSON) BR. #45C108 | KEY ID #<br>REGION<br>5 |

## PROJECT JUSTIFICATION

This timber frame bridge was constructed in 1936 and received major repairs in 1976. The structure appears on the National Inventory of Deficient Structures, sufficiency rating is 16.9. The structure has far exceeded the expected design life.

Replacement of this structure is of high priority with the Malheur County Court. The Court requested, and received, permission to advance programming of the project from 1987 to 1985 because of the immediate need. No permanent right-of-way needed for detour.

This project is consistent with the Courts established program of replacing deficient on the County Road System.

## ADMINISTRATION RECOMMENDATION

## INSTRUCTIONS

**PROJECT JUSTIFICATION**

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

**ADMINISTRATION RECOMMENDATION** will be completed in Salem.

# PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID #

SECTION WILLOW CREEK (ROBERTSON) BR. #45C108

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | A | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | S | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | S |
| RECONNAISSANCE SURVEY | N | DETOUR | S | BORROW SOURCE | S | CORPS OF ENGINEERS | S | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | S | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | S |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | S | STATE LANDS | S | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | S | NOISE STUDY | N |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | NEW (#) |
| | | | | | | UTILITIES | | (LIST BELOW) | |

COMPANIES

Idaho Power
Mountain Bell

| RIGHT-OF-WAY | | | |
|---|---|---|---|
| ACQUISITIONS | | RELOCATIONS | |
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | A | EASEMENTS (#) | 1 | ACCESS CONTROL (Y/N) | N | DESIGN SPEED | 35 MPH | DESIGN STANDARDS | ASHTO |

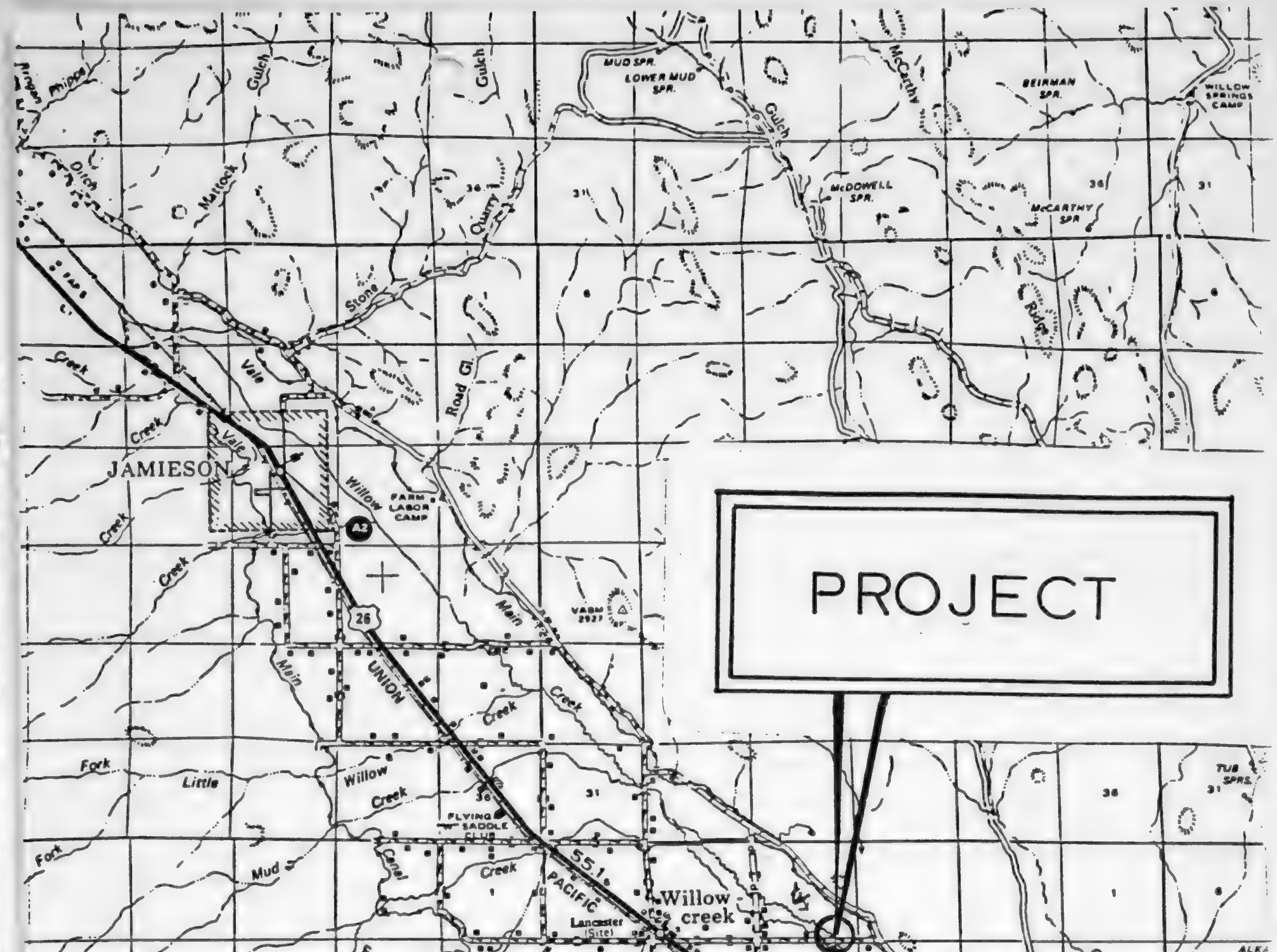
## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | | | | | | | | | | | | | | | | |
| | | | | 0 | | | 10 | × | | 10 | | 0 | | | | |
| | | | | 0 | | | 14 | | | 14 | | 0 | | | | |

(Gravel Surface) PROPOSED (Taper 100-150')

| SUGGESTED BASE DESIGN | | | | | |
|---|---|---|---|---|---|
| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
| Aggr. Base Surface | 14" | | | | |
| | | | | | |

| STRUCTURE DATA | | | | | | | |
|---|---|---|---|---|---|---|---|
| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
| BRIDGE 1 | 50 | 28 | 69,000 | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |


PROJECT
JAMIESON
Willow creek
Lancaster (Site)
WILLOW CREEK SCHOOL
FLYING SADDLE CLUB
FARM LABOR CAMP
VABM 2927
Dennis (Site)
Hope Butte
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WILLOW CREEK RES. NO. 1
WILLOW CREEK RES. NO. 2
RED ROCK QUARRY
MUD SPR.
LOWER MUD SPR.
McDOWELL SPR.
McCARTHY SPR.
BEIRMAN SPR.
WILLOW SPRINGS CAMP
TUB SPRS.
UNION PACIFIC RY.
U.P. RY.
26
Willow Creek
Main Canal
Vale Main Canal
Stone Quarry Road Gl.
Mattock Gulch
Phipps Ditch
McCarthy Gulch
Ridge
Gulch
Little Fork
Mud Creek
Kern Creek
Hope Flat
Haymaker Gl.
Warm Spring
Pump Creek Canal
R43E
R44E
117 25
117 20
117 15

y, Bureau of Land
and 1972 Aerial Photography.

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

| | |
|---|---|
| SECTION | WILLOW CREEK (ROBERTSON) BR. #45C108 |
| KEY ID# | |
| REGION | 5 |
| AUTHORIZATION NO. | 1 |
| PREFIX | |
| DATE | 08/28/84 |

### SURVEY AUTHORITY

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $10,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | | 920 PROGRAM MANAGEMENT | | | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | |
| 910 REGION GEOLOGIST | | 1,000 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 6,000 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTILITY LIAISON | | 200 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes. This project 100% Local Match.

| | | | |
|---|---|---|---|
| PREPARED BY<br>Roger C Lang | DATE<br>8/28/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>8/29/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

| | |
|---|---|
| SECTION<br>WILLOW CREEK (ROBERTSON) BR. #45C108 | KEY ID #<br>REGION<br>5 |

**ESTIMATED RIGHT-OF-WAY IMPACTS**

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

**ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN**

Bridge replacement only. Nearby crop lands will not be adversely affected by the temporary construction easement. The project is consistent with the Malheur County Comprehensive Plan.

**ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY**

Traffic volumes and flow patterns would be unaffected by the project. Replacement of the existing structure is of high priority with the Malheur County Court as safety is threatened by the inability of the bridge to carry legal loads in an intensive agricultural producing area. The bridge has far exceeded the expected design life and currently carries an identified defifiencey rating of 16.9.

**ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES**

Little or no adverse impact is anticipated as the project will not employ any in-stream bents and the summer flow of Willow Creek is minimal because of irrigation withdrawals. An adjacent irrigation ditch and check dam and diversion facilities located just upstream will have to remain in operation during construction.

**ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES**

None.

**PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES**

None.

**RECOMMENDED PROJECT CLASSIFICATION**

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse environmental related impacts are anticipated.

**OTHER DOCUMENTATION**

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X John Preston | 963-3177 | |

# FEDERAL AID PROJECT REQUEST

Applicant Agency Malheur County Date AUGUST 22, 1984

Request for: Off-System ___, FAS-C ✓, FAUS ___ Project X HBR 05

Federal Aid Route No. N/A Route Name CR 742

Project Name WILLOW CREEK (ROBERTSON) BRIDGE SEC.

Project Length 0.15 mi ± Project Location (Attach sketch map) ◄

Project Description GRADING, SURFACING & STRUCTURE (PRE-STRESSED REINFORCED CONCRETE SLAB SPAN)

Average Daily Traffic 10 - 25 (EST.) Design Speed 35 MPH (GRAVEL RD,

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) ◄

Width 20 Travel Lanes 2 Shoulders N/A

Medians NONE Parking ___

Sidewalks NONE

Remarks LOW VOLUME RURAL ROAD

2. Desired Roadway Cross Section: (Attach sketch) ◄

Width 28 Travel Lanes 2 Shoulders N/A

Medians NONE Parking NONE

Curbed NO Length Curb Radii ___

Sidewalk/Bikeway NO - REMOTE RURAL LOCATION DOES NOT WARRANT COST

Remarks 100 - 200 FOOT TAPER SECTION ON EACH END OF BRIDGE

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum — Maximum —

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ___ No X

3. Will additional right-of-way be needed? Yes X ** No ___
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ___
Remarks NO PERMANANT R/W REQUIRED, DETOUR EASEMENT ONLY. COUNTY WILL SEEK DONATION

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? BY APPLICANT

4. Permanent Striping:

Include in project or by applicant? NONE

## IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE
Type
Remarks

## V. STRUCTURE DATA

BR. NO. 45C108

1. Existing Structure:

Location WILLOW CREEK (ROBERTSON)
Type TIMBER TRESTLE
3667 Approach Roadway Width 20± Shoulder Width N/A
Length 43 Width 15≦
To remain in place? NO

2. Proposed Structure:

Location SAME AS ABOVE
Approximate Size: Length 50 Width 28

Are sidewalk/bikeways desired: NO. REMOTE RURAL LOCATION DOES NOT WARRANT COST OF CONSTRUCTION

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? CHECK DAM JUST UPSTREAM FROM BRIDGE

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | E.M. SEWELL, COUNTY JUDGE<br>Office |
| 2. Environmental | " " " "<br>Office |
| 3. Public Hearing | " " " "<br>Office |

Remarks MINIMAL ACTION PLAN REQUIREMENTS ARE ANTICIPATED FOR THIS PROJECT

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: WILL SEEK DONATION OF R/W NECESSARY FOR DETOUR

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 30,000 |
| Right-of-way costs (if participating) | 0 |
| Traffic control | 2000 |
| Illumination | 0 |
| Structures | 69,000 |
| Railroad | |
| Other 40% Engineering & Contingencies | 39,600 |
| Preliminary engineering | 30,000 |
| PROJECT TOTAL | $ 170,600 |

Remarks COUNTY REQUESTS FREE BRIDGE DESIGN AND SPECIFICATIONS AS PROVIDED FOR BY OREGON REVISED STATUTES. REQUESTS JUNE 85 BID OPENING

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or MALHUER COUNTY

By________ By________

By________ By W. C. Hammack

By Louis J. Wettstein

10109

STATE OF OREGON

INTEROFFICE MEMO

TO: W. J. Hart
Bridge Engineer

DATE: August 1, 1984

SUBJECT: HBR Funding Request
Malheur County

Enclosed is a copy of a letter from Judge E. M. Seuell requesting funding of the Willow Creek (Robertson) Bridge, #45C108 under the HBR OS program. CR742

The basis for this request is because the county has removed Carter Creek (Greeley) #45C612, Spring Creek (Rockville) #45C613 and Granite Creek #45C404 from the HBR ON system program. They have elected to replace these bridges with their own funds because of the low volume usage, estimated cost and the time element required to use our program.

In reviewing Malheur County's listing of deficient bridges I find we have either replaced or are in the process of replacing all identified deficient structures.

It is recommended the request of Malheur County be considered and carefully evaluated. Do not hesitate to contact me if you need further information.

Roger C. Lang
Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: Honorable E. M. Seuell
Gary A. Potter

PROGRAM SECTION
AUG 8 '84

| | |
|---|---|
| Manager | |
| Resource Unit | |
| Project Unit | |
| Program Unit | |

REFER TO
Circle one R/D D/R
Act Disc Info File

Local Programs - Please prepare a request to H S Coulter to approve this on HBR Program for FY 85. Cost = $125,000. Include canceling Carter Creek @ $60,000 & Spring Creek @ $150,000.
Funds available from low bids.

RECEIVED
AUG - 3 1984
BRIDGE SECTION

NOTED
W.J. HART

NOTED
J. E. BACKSTRAND

Contains Recycled Materials

1985 Willow Cr. (Tomasello Rd.) 10,110
Br. Sec. of County Rd. (Tomasello Rd.)
(Grading, base & structure)

C+A - 8230 - 9-4-84

10,110

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-23-87

**FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117**

**Appropriation:**

**The United States, Dr., TO** Treasurer of the State of Oregon

**Address** Capitol Building, Salem, OR 97310

**D.O. VOUCHER NO.**

**STATE VOUCHER NO.**

**DATE**

**FHWA SCHEDULE NO.**

**PAID BY**

| | |
|---|---|
| **STATE**<br>Oregon | **FEDERAL AID PROJECT NO.**<br>BROS-2300(14) |
| **PROGRAM APPROVED**<br>POST FINAL | **VOUCHER PERIOD**<br>From: 6/28/85 To: 10/29/86 |

**FINANCIAL DATA**

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| 117 | $102,551.53 | $102,501.60 | 80% | $82,001.28 | $82,001.28 | $ 0.00 |

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* Controller *Authorized Officer* 9/23/87 *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $

*Amount Approved* $

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (*Payee must not use this column*) |
|---|---|---|---|---|---|---|
| | **WILLOW CREEK (TOMASELLO) BRIDGE SECTION**<br>**COUNTY ROAD**<br>**MALHEUR COUNTY** | | | | | |
| | **Construction**<br>**Type Code X080**<br>**Structure, BR. #15667B (Sta. 10+20)** | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $ 91,434.25 | |
| | **Construction Engineering** | | | | | |
| | State | All Required | | | 11,067.35 | |
| | **Total Participating Project Cost** | | | | $102,501.60 | |
| | **Non Participating Project Cost** | | | | | |
| | Interest on Final Payments | All Required | | | $ 36.39 | |
| | Construction Engineering | All Required | | | 13.55 | |
| | **Total Non Participating Project Cost** | | | | $ 49.95 | |
| | **Total Project Cost** | | | | $102,551.55 | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 9/23/87. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

```
                    JOB COST SUMMARY RUN ON  10-09-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 09/25/87

                                  CREW      CURRENT    BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER      MONTH        DATE
--        -------- ---------- ------     -------    ----------
C10110    901      504        7363                        7.95
ACTIVITY    901                                                      978.70 SUBTOTAL

C10110    905      001        7000                       19.29
ACTIVITY    905                                                       19.29 SUBTOTAL

C10110    914      001        7700                       33.77
ACTIVITY    914                                                       33.77 SUBTOTAL

C10110    920      001        0600                       18.53
ACTIVITY    920                                                       18.53 SUBTOTAL

C10110    921      136        0500                      335.28
C10110    921      504        0100                      112.55
ACTIVITY    921                                                      447.83 SUBTOTAL

C10110    923      001        7530                       39.12
C10110    923      550        7500                        4.20
ACTIVITY    923                                                       43.32 SUBTOTAL

C10110    929      001        7200                       47.48
ACTIVITY    929                                                       47.48 SUBTOTAL

C10110    940      001        8020                      494.97
C10110    940      001        8213                      669.47
C10110    940      001        8240                       64.44
C10110    940      030        8020                       79.57
C10110    940      548        8200                       22.00
C10110    940      550        8200                       56.90
C10110    940      551        8052                      198.00
C10110    940      551        8213                      346.00
ACTIVITY    940                                                    1,931.35 SUBTOTAL

C10110    964      001        7000                       10.55
ACTIVITY    964                                                       10.55 SUBTOTAL

EA          C10110 TOTAL                                         102,551.55

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
*************************************************************************************************
*                                                                                               *
*                         *** DPS VERSION 03.01 ***                                             *
*                                                                                               *
*                                                                                               *
*   @MP400I RPT 0346 HWYE80KA ON TL020211    39 LNS     2 PGS   0 CPY REMAINING                 *
*   @MP401I RPT 0346 HWYE80KA     Q=U221      PRIO 14 F=STD. C=  1                              *
*   @MP402I RPT 0346 QUEUED 10/09/87 16:07:31 BY JOB 1723 HWYE80KA                              *
*   @MP403I RPT 0346   145 LINES     4 PAGES   1 TRACKS   5 DSN                                 *
*                                                                                               *
*           PRINT START TIME: 10/09/87 16:07:34                                                 *
*           PRINT STOP TIME:  10/09/87 16:07:45                                                 *
*                                                                                               *
*           PRINT TIME:                00:00:10                                                 *
*                                                                                               *
*************************************************************************************************
```

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                    JOB COST SUMMARY RUN ON  10-09-87
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 09/25/87

                                      CREW        CURRENT       BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER        MONTH           DATE
--       -------- ---------- ------       -------       ----------
C10110              136       0500                           7.12
C10110              146       8052                          38.10
C10110              192       0100                            .26
C10110              194       0100                           6.64
C10110              194       7400                          57.74
C10110              199       0100                           1.87
C10110              199       7400                          29.58
C10110              199       8052                          13.63
C10110              267       7000                          50.00
C10110              300       8052                      91,434.25
C10110              349       8052                          36.39
C10110              501       7200                         112.25
C10110              504       7460                          18.20
C10110              504       8052                          11.76
C10110              553       0530
C10110              555       0521                          11.32
ACTIVITY                                                              91,829.11 SUBTOTAL

C10110   010        001       0813                          97.36
C10110   010        001       0821                         116.43
ACTIVITY   010                                                           213.79 SUBTOTAL

C10110   900        001       3011                          87.67
C10110   900        001       5000                         171.82
C10110   900        001       5011                         141.42
C10110   900        001       8052                       4,689.50
C10110   900        030       5011
C10110   900        030       8052                       1,076.03
C10110   900        146       5100                          38.69
C10110   900        150       8052                          25.91
C10110   900        151       8052                           5.61
C10110   900        240       8052                          76.54
C10110   900        244       8052                          31.24
C10110   900        246       8052                          11.04
C10110   900        248       8052                          11.47
C10110   900        450       8052                          20.55
C10110   900        470       8052                           1.84
C10110   900        550       5011                          28.00
C10110   900        550       8052                         560.50
ACTIVITY   900                                                         6,977.83 SUBTOTAL

C10110   901        001       7364                          33.08
C10110   901        001       7440                         222.65
C10110   901        001       7460                         715.02

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10,110

J

# OREGON STATE HIGHWAY DIVISION

REVISED 10/12/87

## ITEMIZED STATEMENT OF FINAL COSTS

DATE: 7/30/877

COUNTY: MALHEUR AGREEMENT NO: 8230 PROJECT NO: BROS-2300(9&14)

CONTRACT NO: 10110 SECTION: Willow Creek (Tomasello) Bridge

Preliminary Engineering (Prefix: C223-1910):

| | PARTICIPATING | NONPARTICIPATING |
|---|---|---|
| Project Manager | $ 3,583.79 | $ 9.52 |
| Final Design | 3,120.66 | |
| Region Utility Liaison | 208.01 | |
| Location Section | 462.81 | |
| Program Section | 60.71 | |
| Administrative Services | 166.45 | |
| Structural Foundations | 4,028.89 | |
| Free Bridge Design | 3,308.96 | |
| Free Specifications | 484.37 | |
| Surface Design Engineer | 70.41 | |
| Hydraulics | 1,295.67 | |
| TOTAL P.E. COST | $ 16,790.73 | $ 9.52 |
| Less Free Br. Design & Specs | (3,793.33) | |
| TOTAL P.E. COST TO COUNTY | $ 12,997.40 | $ 9.52 |

Construction (Prefix: C10110):

| | PARTICIPATING | NONPARTICIPATING |
|---|---|---|
| Payment to Contractor | $ 91,434,25 | $ |
| Interest on Final Payment | | 36.39 |
| Field Engineering | 8,515.23 | 13.56 |
| Final Design | 19.29 | |
| Technical Services | 601.48 | |
| Material Lab | 1,931.35 | |
| TOTAL CONSTRUCTION COST | $102,501.60 | $ 49.95 |

SUMMARY:

| | |
|---|---|
| Participating P.E. Cost | $ 12,997.40 |
| Participating Constr. Cost | 102,501.60 |
| TOTAL PARTICIPATING COST | $115,499.00 |

FEDERAL FUNDS:

| | | |
|---|---|---|
| P.E. (80%) | $ 10,397.92 | |
| Const. (80%) | 82,001.28 | (93,399.20) |
| SUBTOTAL | | $ 23,099.80 |
| Less State Share Const. Cost | | (10,250.16) |
| Plus County's Nonparticipating Cost | | 59.47 |
| Less State Share of Nonparticipating Field Engineering Cost | | (6.78) |
| Less County's Advance Deposits | | |
| P.E. AD #84-110 | $4,800.00 | |
| Const. AD #850-87 | 9,800.00 | (14,600.00) |
| REFUND DUE COUNTY | | $ (1,697.67) |

MKS:pf

```
PAGE      3

                                       JOB COST SUMMARY RUN ON
                            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                      PAYROLL CHARGES ARE LOADED
                                   CHARGES ARE CURRENT TO 06/20/87

                                                 CREW    MSA
EA       SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER  FIELD            CURRENT          BALANCE TO
--                                                              MONTH              DATE
         ------  --------  ----------  ------  -----            -------          ----------
C10110   000                136         0500                                          7.12
OBJ-DETAIL 136                                                                        7.12

C10110   000                146         8052                                         38.10
OBJ-DETAIL 146                                                                       38.10

C10110   000                192         0100                                           .26
OBJ-DETAIL 192                                                                         .26

C10110   000                194         0100                                          6.64
C10110   000                194         7400                                         57.74
OBJ-DETAIL 194                                                                       64.38

C10110   000                199         0100                                        113.23
C10110   000                199         7400                                        997.83
OBJ-DETAIL 199                                                                    1,111.06

C10110   000                267         7000                                         50.00
OBJ-DETAIL 267                                                                       50.00

C10110   000                501         7200                                        112.25
OBJ-DETAIL 501                                                                      112.25

C10110   000                504         7460                                         18.20
C10110   000                504         8052                                         11.76
OBJ-DETAIL 504                                                                       29.96

C10110   000                553         0530                                           .22
OBJ-DETAIL 553                                                                         .22

C10110   000                555         0521                                         11.32
OBJ-DETAIL 555                                                                       11.32

ACTIVITY                                                                          1,424.67 S

C10110   000      010       001         0813                                         97.36
C10110   000      010       001         0821                                        116.43
OBJ-DETAIL 001                                                                      213.79

ACTIVITY   010                                                                      213.79 SU

C10110   000      900       001         3011                                         87.67
C10110   000      900       001         5000                                        171.82
C10110   000      900       001         5011                                        141.42

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
 ON
L CREW-NUMBER
LOADED
06/20/87

        CURRENT        BALANCE TO
         MONTH            DATE
        -------        ----------
                             7.12
                             7.12

                            38.10
                            38.10

                              .26
                              .26

                             6.64
                            57.74
                            64.38

                           113.23
                           997.83
                         1,111.06

                            50.00
                            50.00

                           112.25
                           112.25

                            18.20
                            11.76
                            29.96

                              .22
                              .22

                            11.32
                            11.32

                         1,424.67 SUBTOTAL

                            97.36
                           116.43
                           213.79

                           213.79 SUBTOTAL

                            87.67
                           171.82
                           141.42
```

1424.67
31.65
13.63
213.79
6787.89
970.75
9442.38

```
                              JOB COST SUMMARY RUN ON
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 06/20/87

                                                 CREW   MSA        CURRENT       BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER  FIELD       MONTH            DATE
--          ------  --------  ----------  ------  -----      -------       ----------
C10110      000     900       001         8052                                4,689.50
OBJ-DETAIL 001                                                                5,090.41

C10110      000     900       030         5011
C10110      000     900       030         8052                                1,076.03
OBJ-DETAIL 030                                                                1.076.03

C10110      000     900       146         5100                                    7.04
OBJ-DETAIL 146                                                                    7.04

C10110      000     900       150         8052                                   25.91
OBJ-DETAIL 150                                                                   25.91

C10110      000     900       550         5011                                   28.00
C10110      000     900       550         8052                                  560.50
OBJ-DETAIL 550                                                                  588.50

ACTIVITY    900                                                               6,787.89 SU

C10110      000     901       001         7364                                   33.08
C10110      000     901       001         7440                                  222.65
C10110      000     901       001         7460                                  715.02
OBJ-DETAIL 001                                                                  970.75

ACTIVITY    901                                                                 970.75 SU

C10110      000     905       001         7000                                   19.29
OBJ-DETAIL 001                                                                   19.29

ACTIVITY    905                                                                  19.29 SU

C10110      000     914       001         7700                                   33.77
OBJ-DETAIL 001                                                                   33.77

ACTIVITY    914                                                                  33.77 SU

C10110      000     920       001         0600                                   18.53
OBJ-DETAIL 001                                                                   18.53

ACTIVITY    920                                                                  18.53 SU

C10110      000     921       136         0500                                  335.28
OBJ-DETAIL 136                                                                  335.28


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
 ON
L CREW-NUMBER
LOADED
06/20/87

          CURRENT          BALANCE TO
           MONTH              DATE
          -------          ----------
                             4,689.50
                             5,090.41

                             1,076.03
                             1,076.03

                                 7.04
                                 7.04

                                25.91
                                25.91

                                28.00
                               560.50
                               588.50

                             6,787.89 SUBTOTAL

                                33.08
                               222.65
                               715.02
                               970.75

                               970.75 SUBTOTAL

                                19.29
                                19.29

                                19.29 SUBTOTAL

                                33.77
                                33.77

                                33.77 SUBTOTAL

                                18.53
                                18.53

                                18.53 SUBTOTAL

                               335.28
                               335.28
```

33.77
18.53
447.83
43.32
47.48
10.55

```
                                   JOB COST SUMMARY RUN ON
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 06/20/87

                                            CREW    MSA          CURRENT       BALANCE TO
EA        SUBJOB  ACTIVITY  OBJ-DETAIL   NUMBER  FIELD          MONTH           DATE
--        ------  --------  ----------   ------  -----        -------      ----------
C10110    000     921       504          0100                                  112.55
OBJ-DETAIL 504                                                                 112.55

ACTIVITY   921                                                                 447.83 SU

C10110    000     923       001          7530                                   39.12
OBJ-DETAIL 001                                                                  39.12

C10110    000     923       550          7500                                    4.20
OBJ-DETAIL 550                                                                   4.20

ACTIVITY   923                                                                  43.32 SU

C10110    000     929       001          7200                                   47.48
OBJ-DETAIL 001                                                                  47.48

ACTIVITY   929                                                                  47.48 SU

C10110    000     940       001          8020                                  494.97
C10110    000     940       001          8213                                  669.47
C10110    000     940       001          8240                                   64.44
OBJ-DETAIL 001                                                               1,228.88

C10110    000     940       030          8020                                   79.57
OBJ-DETAIL 030                                                                  79.57

C10110    000     940       548          8200                                   22.00
OBJ-DETAIL 548                                                                  22.00

C10110    000     940       550          8200                                   56.90
OBJ-DETAIL 550                                                                  56.90

C10110    000     940       551          8052                                  198.00
C10110    000     940       551          8213                                  346.00
OBJ-DETAIL 551                                                                 544.00

ACTIVITY   940                                                               1,931.35 SU

C10110    000     964       001          7000                                   10.55
OBJ-DETAIL 001                                                                  10.55

ACTIVITY   964                                                                  10.55 SU


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
ON
 CREW-NUMBER
LOADED
06/20/87

      CURRENT        BALANCE TO
       MONTH            DATE
      -------        ----------
                         112.55
                         112.55

                         447.83 SUBTOTAL

                          39.12
                          39.12

                           4.20
                           4.20

                          43.32 SUBTOTAL

                          47.48
                          47.48

                          47.48 SUBTOTAL

                         494.97
                         669.47
                          64.44
                       1,228.88

                          79.57
                          79.57

                          22.00
                          22.00

                          56.90
                          56.90

                         198.00
                         346.00
                         544.00

                       1,931.35 SUBTOTAL

                          10.55
                          10.55

                          10.55 SUBTOTAL
```

```
                                 JOB COST SUMMARY RUN ON
                           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 06/20/87

                                                 CREW    MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--          ------ -------- ---------- ------ -----        -------       ----------
SUB-JOB      000 SUBTOTAL                                                  11,949.22

C10110    001                 349        8052                                  36.39
OBJ-DETAIL 349                                                                 36.39

ACTIVITY                                                                       36.39 SU

C10110    001      900       151        8052                                    5.61
OBJ-DETAIL 151                                                                  5.61

ACTIVITY    900                                                                 5.61 SU

C10110    001      901       504        7363                                    7.95
OBJ-DETAIL 504                                                                  7.95

ACTIVITY    901                                                                 7.95 S

SUB-JOB     001 SUBTOTAL                                                       49.95

C10110    011                 199        8052                                  13.63
OBJ-DETAIL 199                                                                 13.63

C10110    011                 300        8052                              91,434.25
OBJ-DETAIL 300                                                             91,434.25

ACTIVITY                                                                   91,447.88 SU

C10110    011      900       146        5100                                   31.65
OBJ-DETAIL 146                                                                 31.65

ACTIVITY    900                                                                31.65 SU

SUB-JOB     011 SUBTOTAL                                                   91,479.53

EA           C10110 TOTAL                                                 103,478.70


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
 ON
L CREW-NUMBER
LOADED
06/20/87

          CURRENT          BALANCE TO
           MONTH              DATE
          -------          ----------
                            11,949.22

                                36.39
                                36.39

                                36.39 SUBTOTAL

                                 5.61
                                 5.61

                                 5.61 SUBTOTAL  OK

                                 7.95
                                 7.95

                                 7.95 SUBTOTAL OK

                                49.95

                                13.63  DATA PROCESSING
                                13.63

                            91,434.25
                            91,434.25

                            91,447.88 SUBTOTAL  OK

                                31.65
                                31.65

                                31.65 SUBTOTAL        FREIGHT Express

                            91,479.53

                           103,478.70



S
```

10,110 C 10110

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-7-87

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

**D.O. VOUCHER NO.**

**STATE VOUCHER NO.**

**DATE**

**FHWA SCHEDULE NO.**

**PAID BY**

**Appropriation:**

**The United States, Dr., TO** Treasurer of the State of Oregon

**Address** Capitol Building, Salem, OR 97310

**STATE** Oregon

**FEDERAL AID PROJECT NO.** BROS-2300(14)

**PROGRAM APPROVED**

**VOUCHER PERIOD** From: 6/28/85 To: 10/29/86

**FINANCIAL DATA**

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| | | | | | | |
| 117 | 103,478.70 | 103,428.75 | 80% | 82,743.00 | 82,743.00 | -0- |

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* Controller *Authorized Officer* 5/29/87 *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $

*Amount Approved* $

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | WILLOW CREEK (TOMASELLO) BRIDGE SECTION<br>COUNTY ROAD<br>MALHEUR COUNTY | | | | | |
| | Construction<br>Type Code X080<br>Structure, Br. #15667B (Sta. 10+20) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $ 91,434.25 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | $ 11,994.50 | |
| | **TOTAL PARTICIPATING PROJECT COST** | | | | **~~$102,348.92~~** | 103,428.75 |
| | Non Participating Project Cost | | | | | |
| | Interest on Final Payments | All Required | | | $ 36.39 | |
| | Construction Engineering | All Required | | | 13.56 | |
| | **TOTAL NON PARTICIPATING PROJECT COST** | | | | **$ 49.95** | |
| | **TOTAL PROJECT COST** | | | | **$103,478.70** | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 4/30/87. | | | | | |
| | **AMOUNT CARRIED FORWARD** | | | | | |

BR05-2300 (14)

**OREGON STATE HIGHWAY DIVISION** **REQUEST FOR WARRANT**

Payable to: Douglas S Coats
PO Box 311
Bend OR 97709

Project No.:

Hwy. Agr. No.:

Contract No.: 10110

Project:

Estimate No.: 5 Final

Period Covered:

Work Order No.:

| Invoice or Billing | Description | Total Amount to Date | Previous Amount | Present Amount |
|---|---|---|---|---|
| | Retainage | 1500.00 | | |
| | | | | |
| | Interest on 1475.60 | | | |
| | from 5/9/86 - 6/27/86. | | | |
| | 50 days @ .7277/day | 36.39 | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | Totals | | | |
| | Retained ___ % | | | |
| | Total Payments | 1536.39 | | |

Approved by:

Prepared by: J Henry

CPS = 24.40 CR

Common Data Elements

Doc. No. R/W C10110

0,6,2,4,8,6
Month Day Year

Agency 02 Vendor #0000960188 Suf 00 Ref. Doc./Suf. ________ Check No. ________

| Suf | T/C | EA | Sub | Org | Obj | Actvy | M | Invoice No. | Amount | Sub. Acct. | MSA Code | RPT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 240 | C10110 | 000 | | | | | | 1500.00 | C10110 | | |
| 02 | 223 | ↓ | 001 | 349 | | | | | 36.39 | | | |
| 03 | | | | | | | | | | | | |
| 04 | | | | | | | | | | | | |
| 05 | | | | | | | | | | | | |
| 06 | | | | | | | | | | | | |
| 07 | | | | | | | | | | | | |
| 08 | | | | | | | | | | | | |

FORM NO.: 81-734-1359 (7/5/85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

06/25/86
PAGE: 1

# E 140 6-25-86

ESTIMATE NUMBER: 005 DOUGLAS S. COATS INC.

| CONTRACT PAYMENT | LIQUIDATED DAMAGE | RETAINAGE | FORCE ACCOUNT AMOUNT | NETPAY |
|---|---|---|---|---|
| 91,434.25 | 0.00 | 0.00 | 0.00 | 91,434.25 |
| 91,458.65 | 0.00 | 1,500.00 | 0.00 | 89,958.65 |
| 24.40- | 0.00 | ****************** | 0.00 | 24.40- |

| CONTRACT PAYMENT | LIQUIDATED DAMAGE | RETAINAGE | FORCE ACCOUNT AMOUNT | NETPAY |
|---|---|---|---|---|
| 24.40- | 0.00 | 0.00 | 0.00 | 24.40- |
| 24.40- | 0.00 | 0.00 | 0.00 | 24.40- |

BROS - 2300 (14)

```
                           OREGON DEPARTMENT OF TRANSPORTATION                                    06/25/86
                                     HIGHWAY DIVISION
CP010-1       CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE           PAGE    1

ONTRACT NUMBER:  C10110          ESTIMATE NUMBER: 005          DOUGLAS S. COATS INC.

                            CONTRACT           LIQUIDATED               RETAINAGE         FORCE ACCOUNT          NETPAY
JMBER      NUMBER           PAYMENT              DAMAGE                                      AMOUNT

MOUNT TO DATE:             91,434.25                0.00                     0.00                 0.00           91,434
RIOR AMOUNT:               91,458.65                0.00                 1,500.00                 0.00           89,958

RESENT AMOUNT:                24.40-                0.00       ******************                 0.00               24

A-         SUB-             CONTRACT           LIQUIDATED               RETAINAGE         FORCE ACCOUNT          NETPAY
JMB        NUMBER           PAYMENT              DAMAGE                                      AMOUNT

10110       011               24.40-                0.00                     0.00                 0.00               24

          TOTAL               24.40-                0.00                     0.00                 0.00               24
```

ETH # C140 6-25-86

BROS - 2300 (14)

**ENT VOUCHER**

| | | | |
|---|---|---|---|
| COUNTY<br>MALHEUR | | CONTRACT NO.<br>C10110 | ESTIMATE NO.<br>5 |
| HIGHWAY<br>COUNTY RD (TOMASELLO RD) | | FEDERAL AID PROJECT NO.<br>BROS2300014 | |
| SECTION<br>WILLOW CR (TOMASELLO RD) BR | | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|---|
| | LUMP SUM | 10000.0000 | 100.000 | 10000.00 | 10000.00 | |
| OTECTION AND DIR OF TRAFFIC | LUMP SUM | 500.0000 | 100.000 | 500.00 | 500.00 | |
| GNS | SQ FT | 10.0000 | 64.500 | 645.00 | 645.00 | |
| RRICADE | EACH | 50.0000 | 6.000 | 300.00 | 300.00 | |
| PLACE | CU YD | 5.0000 | 65.100 | 325.50 | 322.00 | 3.50 |
| AGGREGATE SUBBASE | CU YD | 6.0000 | 582.000 | 3492.00 | 3492.00 | |
| | HOUR | 40.0000 | 6.000 | 240.00 | 240.00 | |
| ATE BASE | CU YD | 17.0000 | 234.900 | 3993.30 | 4005.20 | 11.90- |
| PE 2A | LIN FT | 17.0000 | 75.000 | 1275.00 | 1275.00 | |
| PE 3 | LIN FT | 23.0000 | 88.000 | 2024.00 | 2024.00 | |
| CHOR TYPE 1 | EACH | 300.0000 | 2.000 | 600.00 | 600.00 | |
| ES TYPE B | EACH | 50.0000 | 2.000 | 100.00 | 100.00 | |
| ES TYPE C | EACH | 90.0000 | 2.000 | 180.00 | 180.00 | |
| CLASS 700 | CU YD | 10.0000 | 178.500 | 1785.00 | 1785.00 | |
| T | CU YD | 10.0000 | 41.200 | 412.00 | 412.00 | |
| L WORK | LUMP SUM | 12000.0000 | 100.000 | 12000.00 | 12000.00 | |
| AVATIO | CU YD | 15.0000 | 16.030 | 240.45 | 240.45 | |
| RIVING EQUIPMENT | LUMP SUM | 6000.0000 | 100.000 | 6000.00 | 6000.00 | |
| ETE OR STEEL PIPE PILING | LIN FT | 18.0000 | 422.000 | 7596.00 | 7596.00 | |
| E OR STEEL PIPE PILES | LIN FT | 1.0000 | 422.000 | 422.00 | 422.00 | |
| RESSED SLABS | EACH | 5000.0000 | 6.000 | 30000.00 | 30000.00 | |
| TH TUBING | LIN FT | 40.0000 | 137.600 | 5504.00 | 5520.00 | 16.00- |
| MENT ITE | | | | | | |
| | LUMP SUM | 3800.0000 | 100.000 | 3800.00 | 3800.00 | |

| | | | | |
|---|---|---|---|---|
| 01 C10110 | TOTAL CONTRACT ITEMS | | | |
| | | | | |
| | FORCE ACCOUNT | | | |
| | | | | |

## CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY: MALHEUR
CONTRACT NO.: C10110
ESTIMATE NO.: 5
HIGHWAY: COUNTY RD (TOMASELLO RD)
FEDERAL AID PROJECT NO.: BROS2300014
SECTION: WILLOW CR (TOMASELLO RD) BR

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT |
|---|---|---|---|---|---|---|
| 001 | 11 MOBILIZATION | LUMP SUM | 10000.0000 | 100.000 | 10000.00 | 10000.00 |
| 002 | 11 TEMPORARY PROTECTION AND DIR OF TRAFFIC | LUMP SUM | 500.0000 | 100.000 | 500.00 | 500.00 |
| 003 | 11 TEMPORARY SIGNS | SQ FT | 10.0000 | 64.500 | 645.00 | 645.00 |
| 004 | 11 TEMPORARY BARRICADES | EACH | 50.0000 | 6.000 | 300.00 | 300.00 |
| 005 | 11 EMBANKMENT IN PLACE | CU YD | 5.0000 | 65.100 | 325.50 | 322.00 |
| 007 | 11 GRID-ROLLED AGGREGATE SUBBASE | CU YD | 6.0000 | 582.000 | 3492.00 | 3492.00 |
| 008 | 11 GRID ROLLER | HOUR | 40.0000 | 6.000 | 240.00 | 240.00 |
| 009 | 11 3/4"- AGGREGATE BASE | CU YD | 17.0000 | 234.900 | 3993.30 | 4005.20 |
| 010 | 11 GUARD RAIL TYPE 2A | LIN FT | 17.0000 | 75.000 | 1275.00 | 1275.00 |
| 011 | 11 GUARD RAIL TYPE 3 | LIN FT | 23.0000 | 88.000 | 2024.00 | 2024.00 |
| 012 | 11 GUARD RAIL ANCHOR, TYPE 1 | EACH | 300.0000 | 2.000 | 600.00 | 600.00 |
| 013 | 11 RAIL END PIECE, TYPE B | EACH | 50.0000 | 2.000 | 100.00 | 100.00 |
| 014 | 11 RAIL END PIECE, TYPE C | EACH | 90.0000 | 2.000 | 180.00 | 180.00 |
| 015 | 11 LOOSE RIPRAP CLASS 700 | CU YD | 10.0000 | 178.500 | 1785.00 | 1785.00 |
| 016 | 11 FILTER BLANKET | CU YD | 10.0000 | 41.200 | 412.00 | 412.00 |
| 017 | 11 BRIDGE REMOVAL WORK | LUMP SUM | 12000.0000 | 100.000 | 12000.00 | 12000.00 |
| 018 | 11 STRUCTURE EXCAVATIO | CU YD | 15.0000 | 16.030 | 240.45 | 240.45 |
| 019 | 11 FURNISH PILE DRIVING EQUIPMENT | LUMP SUM | 6000.0000 | 100.000 | 6000.00 | 6000.00 |
| 020 | 11 FURNISH CONCRETE OR STEEL PIPE PILING | LIN FT | 18.0000 | 422.000 | 7596.00 | 7596.00 |
| 021 | 11 DRIVE CONCRETE OR STEEL PIPE PILES | LIN FT | 1.0000 | 422.000 | 422.00 | 422.00 |
| 024 | 11 60'/65' PRESTRESSED SLABS | EACH | 5000.0000 | 6.000 | 30000.00 | 30000.00 |
| 025 | 11 METAL RAIL WITH TUBING | LIN FT | 40.0000 | 137.600 | 5504.00 | 5520.00 |
|  | PRICE AGREEMENT ITEMS |  |  |  |  |  |
| 307 | 11 PILE CAP | LUMP SUM | 3800.0000 | 100.000 | 3800.00 | 3800.00 |

| DATE |  |  |  |
|---|---|---|---|
| 06 25 86 NO. 01 C10110 | TOTAL CONTRACT ITEMS |  |  |
|  |  |  |  |
|  | FORCE ACCOUNT |  |  |
| ENGINEER OR AUDITOR |  |  |  |

T PAYMENT VOUCHER

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C10110

ESTIMATE NO. 5

FEDERAL AID PROJECT NO.

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|---|
| Type Code "P" Construction Cost | | Total Cost | | | | |
| X080 $ 91,434.25 | | $ 91,434.25 | | | | |
| | | | | | | |
| | | | | | | |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | | | | |
|---|---|---|---|---|
| PG. 02 C10110 | TOTAL CONTRACT ITEMS | 91434.25 | 91458.65 | 24.40- |
| | | | | |
| | FORCE ACCOUNT | | | |
| | | | | |

## CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

| | | | |
|---|---|---|---|
| COUNTY | | CONTRACT NO.<br>C10110 | ESTIMATE NO.<br>5 |
| HIGHWAY | | FEDERAL AID PROJECT NO. | |
| SECTION | | | |

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOU |
|---|---|---|---|---|---|---|
| | Type Code "P" Construction Cost | | Total Cost | | | |
| | X080 $ 91,434.25 | | $ 91,434.25 | | | |
| | | | | | | |
| | | | | | | |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | | | |
|---|---|---|---|
| DATE<br>05 25 86 PG. 02 C10110 | TOTAL CONTRACT ITEMS | 91434.25 | 91453. |
| | | | |
| | FORCE ACCOUNT | | |
| ENGINEER OR AUDITOR | | | |

10,110

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

**Appropriation:**

**The United States, Dr., TO** Treasurer of the State of Oregon

**Address** Capitol Building, Salem, OR 97310

| | |
|---|---|
| **STATE** Oregon | **FEDERAL AID PROJECT NO.** BROS-2300(9) |
| **PROGRAM APPROVED** | **VOUCHER PERIOD** From: 10/19/84 To: 6/27/85 |

**FINANCIAL DATA**

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| | | | | | | |
| 114 | 16,800.25 | 16,790.73 | 80% | 13,432.58 | 13,432.58 | -0- |

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* ______ Controller *Authorized Officer* 4/29/87 *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $ ______

*Amount Approved* $ ______

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | WILLOW CREEK (TOMASELLO) BRIDGE<br>MALHEUR COUNTY ROAD | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | State | All Required | | | $16,790.73 | |
| | **TOTAL PARTICIPATING PROJECT COST** | | | | **$16,790.73** | |
| | Non Participating Project Cost | | | | | |
| | State | All Required | | | $ 9.52 | |
| | **TOTAL PROJECT COST** | | | | **$16,800.25** | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 4/23/87. | | | | | |
| | **AMOUNT CARRIED FORWARD** | | | | | |

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1985       PAGE  956
                                                                            FISCAL         GRAND TOTAL
     DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH YEAR TO DATE   TO DATE

 WILLOW CR(TOMASELLO) BR    CONT NO     FA PROJ NOS BROS2300009 100                                   STATE
                               223   1910   296     00 N 9     2,211.74CR     11,225.74CR    11,225.74CR
                               223   1910   298     00 N 9     2,211.74       11,225.74      11,225.74
                               223   1910   901     00 P 1        10.90CR      3,568.33       3,568.33
                               223   1910   901     00 N 1                         6.00           6.00
                               223   1910   905     00 P 1        62.88        2,912.95       2,912.95  3120.66
                               223   1910   906     00 P 1                         8.10           8.10  to 927
                               223   1910   914     00 P 1          .94CR        208.01         208.01
                               223   1910   918     00 P 1        10.00          462.81         462.81
                               223   1910   920     00 P 1          .19CR         40.21          40.21  60.71
                               223   1910   922     00 P 1       119.50          166.45         166.45
                               223   1910   926     00 P 1        26.56        4,028.89       4,028.89
                               223   1910   927     00 P 1     1,091.12        2,576.09       2,576.09  3308.96
                               223   1910   933     00 P 1          .32CR         70.41          70.41
                               223   1910   937     00 P 1         8.03        1,295.67       1,295.67
                                            TOT     P1         1,305.74       15,337.92      15,337.92
                                            TOT     N1                             6.00           6.00
                                         ** JOB TOTALS **      1,305.74  **   15,343.92  **  15,343.92  **

 MALHEUR RIV(COPELAND) BR   CONT NO     FA PROJ NOS BROS2300010 100                                   STATE
                               223   1911   296     00 N 9     5,272.71CR     12,220.04CR    12,220.04CR
                               223   1911   298     00 N 9     5,272.71       12,220.04      12,220.04
                               223   1911   901     00 P 1        12.90CR      4,362.55       4,362.55
                               223   1911   901     00 N 1                         6.25           6.25
                               223   1911   905     00 P 1       964.00        2,451.81       2,451.81
                               223   1911   906     00 P 1                         8.10           8.10
                               223   1911   918     00 P 1         3.37CR        755.92         755.92
                               223   1911   921     00 P 1       308.73          308.73         308.73  [illegible]
                               223   1911   922     00 P 1        13.97           63.54          63.54
                               223   1911   926     00 P 1     1,197.56        4,885.23       4,885.23
                               223   1911   927     00 P 1     3,498.09        5,182.08       5,182.08
                               223   1911   933     00 P 1         1.45CR        321.31         321.31
                               223   1911   937     00 P 1       122.22        3,022.63       3,022.63
                                            TOT     P1         6,086.85       21,361.90      21,361.90
                                            TOT     N1                             6.25           6.25
                                         ** JOB TOTALS **      6,086.85  **   21,368.15  **  21,368.15  **

 WILLOW CR (ROE'N)B#45C108  CONT NO     FA PROJ NOS BROS2300011 100                                   STATE
                               223   1915   296     00 N 9     3,135.39CR     11,892.13CR    11,892.13CR
                               223   1915   298     00 N 9     3,135.39       11,892.13      11,892.13
                               223   1915   901     00 P 1         7.90        4,237.85       4,237.85
                               223   1915   901     00 N 1                        72.91          72.91
                               223   1915   905     00 P 1     1,046.83        3,894.84       3,894.84
                               223   1915   906     00 P 1       430.78          438.88         438.88
                               223   1915   914     00 P 1          .63CR        138.68         138.68
                               223   1915   918     00 P 1         5.19CR      1,166.46       1,166.46
```

FEDERAL APPROPRIATION: 114

| AGREEMENT EA/SUBJOB | TOTAL COSTS TO DATE | AMOUNT PREV CLAIMED | --PARTICIPATION-- AMOUNT | PERCENT | AGREEMENT AMOUNT | FEDERAL SHARE | -ADJUSTMENT- AMOUNT | CODE | VOUCHER AMOUNT |
|---|---|---|---|---|---|---|---|---|---|
| FEDERAL PROJECT: BROS-2200-002<br>****************************** | | | | | | | | | |
| F01668 | | | | | | | | | |
| FED PROJ TOTALS | 45,338.76 | 36,271.01 | 45,338.76 | | 36,271.01 | 36,271.01 | .00 | | .00 |
| FEDERAL PROJECT: BROS-2300-005<br>****************************** | | | | | | | | | |
| F01668 | | | | | | | | | |
| C2231996-010 | 9.69 | .00 | .00 | | | | | | |
| C2231996-011 | 58,146.28 | 46,517.02 | 58,146.28 | | | | | | |
| AGREEMENT TOTALS | 58,155.97 | 46,517.02 | 58,146.28 | 80.00 | 46,517.02 | 46,517.02 | .00 | | .00 |
| FED PROJ TOTALS | 58,155.97 | 46,517.02 | 58,146.28 | | 46,517.02 | 46,517.02 | .00 | | .00 |
| FEDERAL PROJECT: BROS-2300-009<br>****************************** | | | | | | | | | |
| F01664 | | | | | | | | | |
| C2231910-000 | 1,453.43 | 283.55 | 1,453.43 | | | | | | |
| C2231910-001 | 3.35 | .00 | .00 | | | | | | |
| C2231910-010 | 6.00 | .00 | .00 | | | | | | |
| C2231910-011 | 14,257.65 | 12,285.31 | 14,257.65 | | | | | | |
| AGREEMENT TOTALS | 15,720.43 | 12,568.86 | 15,711.08 | 80.00 | 13,432.58 | 12,568.86 | .00 | | .00 |
| FED PROJ TOTALS | 15,720.43 | 12,568.86 | 15,711.08 | | 13,432.58 | 12,568.86 | .00 | | .00 |
| FEDERAL PROJECT: BROS-2300-010<br>****************************** | | | | | | | | | |
| F01665 | | | | | | | | | |
| C2231911-000 | 7,615.64 | 1,176.87 | 7,615.64 | | | | | | |
| C2231911-001 | 177.44 | .00 | .00 | | | | | | |
| C2231911-010 | 6.25 | .00 | .00 | | | | | | |
| C2231911-011 | 21,796.56 | 22,352.89 | 21,796.56 | | | | | | |
| AGREEMENT TOTALS | 29,595.89 | 23,529.76 | 29,412.20 | 80.00 | 23,529.76 | 23,529.76 | .00 | | .00 |
| FED PROJ TOTALS | 29,595.89 | 23,529.76 | 29,412.20 | | 23,529.76 | 23,529.76 | .00 | | .00 |
| FEDERAL PROJECT: BROS-2300-015<br>****************************** | | | | | | | | | |
| F03853 | | | | | | | | | |

```
                                  JOB COST SUMMARY RUN ON
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 06/20/87

                                                 CREW    MSA               CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL  NUMBER  FIELD              MONTH              DATE
--          ------ -------- ----------  ------  -----             -------          ----------
C2231910 000                  267         7000
OBJ-DETAIL 267

C2231910 000                  501         7200
OBJ-DETAIL 501                                                                         20.00
                                                                                       20.00

C2231910 000                  504         0100
C2231910 000                  504         7200                                          8.20
C2231910 000                  504         7300                                          5.50
C2231910 000                  504         7310                                         15.51
C2231910 000                  504         7400                                          2.70
OBJ-DETAIL 504                                                                         15.30
                                                                                       47.21
ACTIVITY
                                                                                       67.21 S

C2231910 000       900        150         8052
OBJ-DETAIL 150                                                                         16.08
                                                                                       16.08
ACTIVITY   900
                                                                                       16.08 SU
C2231910 000       901        001         7460
OBJ-DETAIL 001

ACTIVITY   901
                                                                                             SU
C2231910 000       903        001         7440
C2231910 000       903        001         7460                                         54.84
OBJ-DETAIL 001                                                                        654.63
                                                                                      709.47
ACTIVITY   903
                                                                                      709.47 SU
C2231910 000       905        001         7000
C2231910 000       905        001         7300                                         28.77
C2231910 000       905        001         7350                                         49.89
C2231910 000       905        001         7363                                         72.77
C2231910 000       905        001         7365                                         33.77
OBJ-DETAIL 001                                                                        185.20

C2231910 000       905        130         7300
OBJ-DETAIL 130                                                                          4.50
                                                                                        4.50

C2231910 000       905        504         0100
OBJ-DETAIL 504                                                                         18.01
                                                                                       18.01


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
UN
 CREW-NUMBER
OADED
6/20/87

   CURRENT        BALANCE TO
    MONTH            DATE
   -------        ----------


                       20.00
                       20.00

                        8.20
                        5.50
                       15.51
                        2.70
                       15.30
                       47.21

                       67.21 SUBTOTAL  Paint

                       16.08
                       16.08
                                          3584.41
                       16.08 SUBTOTAL


                             SUBTOTAL

                       54.84
                      654.63
                      709.47

                      709.47 SUBTOTAL

                       28.77
                       49.89
                       72.77
                       33.77
                      185.20

                        4.50
                        4.50

                       18.01
                       18.01
```

15.30
709.47
8.10
2576.09
3308.96

FREE BR.

```
                            JOB COST SUMMARY RUN ON
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 06/20/87

                                     CREW   MSA         CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--       ------ -------- ---------- ------ -----        -------      ----------
ACTIVITY  905                                                            207.71 SUB

C2231910 000     914      001        7700
OBJ-DETAIL 001

ACTIVITY  914                                                                   SUB

C2231910 000     920      001        0631                                 20.50
OBJ-DETAIL 001                                                            20.50

ACTIVITY  920                                                             20.50 SUB

C2231910 000     921      136        0500
OBJ-DETAIL 136

C2231910 000     921      501        7200                                132.25
OBJ-DETAIL 501                                                           132.25

C2231910 000     921      504        0100
OBJ-DETAIL 504

ACTIVITY  921                                                            132.25 SUB

C2231910 000     923      001        7530
OBJ-DETAIL 001

C2231910 000     923      550        7500
OBJ-DETAIL 550

ACTIVITY  923                                                                   SUB

C2231910 000     927      504        0100                                 15.30
OBJ-DETAIL 504                                                            15.30

ACTIVITY  927                                                             15.30 SUB

C2231910 000     929      001        7200                                284.91
OBJ-DETAIL 001                                                           284.91

ACTIVITY  929                                                            284.91 SUB

C2231910 000     940      001        8020
C2231910 000     940      001        8213

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
S ON
IL CREW-NUMBER
 LOADED
 06/20/87

        CURRENT        BALANCE TO
         MONTH            DATE
        -------        ----------
                           207.71 SUBTOTAL


                                  SUBTOTAL

                            20.50
                            20.50

                            20.50 SUBTOTAL



                           132.25
                           132.25



                           132.25 SUBTOTAL




                                  SUBTOTAL

                            15.30
                            15.30

                            15.30 SUBTOTAL

                           284.91
                           284.91

                           284.91 SUBTOTAL




S
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[illegible]

40.21

132.25

67.21

199.46

284.91

484.37

929

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                           JOB COST SUMMARY RUN ON
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 06/20/87

                                             CREW    MSA            CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--       ------ -------- ---------- ------ -----           -------        ----------
OBJ-DETAIL 001

ACTIVITY   940
                                                                                      SU
C2231910 000     964       001        7000
OBJ-DETAIL 001

ACTIVITY   964
                                                                                      SU
SUB-JOB     000 SUBTOTAL                                                  1,453.43

C2231910 001               192        0100                                     -.21
OBJ-DETAIL 192                                                                 -.21

C2231910 001               553        0530                                     -.17
OBJ-DETAIL 553                                                                 -.17

ACTIVITY
                                                                               -.38 SU
C2231910 001     900       151        8052                                     3.73
OBJ-DETAIL 151                                                                 3.73

ACTIVITY   900                                                                 3.73 SU

SUB-JOB     001 SUBTOTAL                                                       3.35

C2231910 010                          0100                                     6.00 **
OBJ-DETAIL                                                                     6.00

ACTIVITY
                                                                               6.00 SU
SUB-JOB     010 SUBTOTAL                                                       6.00

C2231910 011                          0100                                15,337.92 **
OBJ-DETAIL                                                                15,337.92

C2231910 011               192        0100                                      .21
OBJ-DETAIL 192                                                                  .21

C2231910 011               194        0100
C2231910 011               194        7400
OBJ-DETAIL 194

C2231910 011               199        0100                                  -113.23


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

Data Proc

```
 ON
L CREW-NUMBER
LOADED
06/20/87

         CURRENT         BALANCE TO
          MONTH             DATE
         -------         ----------


                                    SUBTOTAL



                                    SUBTOTAL

                           1,453.43

                                -.21
                                -.21

                                -.17
                                -.17

                                -.38 SUBTOTAL

                                3.73
                                3.73

                                3.73 SUBTOTAL

                                3.35

                                6.00 ***
                                6.00

                                6.00 SUBTOTAL

                                6.00

                           15,337.92 ***
                           15,337.92

                                 .21
                                 .21



                             -113.23



S
```

```
                         JOB COST SUMMARY RUN ON
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 06/20/87

                                        CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----         -------        ----------
C2231910 011               199        0530                                     30.62
C2231910 011               199        7400                                   -997.83
OBJ-DETAIL 199                                                             -1,080.44

C2231910 011               553        0530                                      -.04
OBJ-DETAIL 553                                                                  -.04

ACTIVITY                                                                   14,257.65 S

SUB-JOB    011 SUBTOTAL                                                    14,257.65

EA         C2231910 TOTAL                                                  15,720.43


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
 ON
L CREW-NUMBER
LOADED
06/20/87

        CURRENT         BALANCE TO
         MONTH             DATE
        -------         ----------
                             30.62
                           -997.83
                         -1,080.44

                              -.04
                              -.04

                         14,257.65 SUBTOTAL

                         14,257.65

                         15,720.43
```

Refund of Advance Deposit to Malheur County

POSTING TAG

JX/pIN/3-29-85 P11 (V-11)

| | |
|---|---|
| AGY | 02 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TRANS CODE | BI | CURRENT DOC. NO. | DOC. SUF. | DOC. DATE | VENDOR NO. | VEN. SUF. | EXPEND. ACCT. | SUBJOB | SPEC. D | ORG. UNIT |
| 256 | | EC120187 | | 120187 | 0000610238 | 0D | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| OBJECT DETAIL | DUE DATE | REVENUE SOURCE | AGY. SRC. | ACTIVITY | REFERENCE DOC NO. | REF. SUF. | MOD | INVOICE NO. |
| | | | | | | | | |

| | | | | |
|---|---|---|---|---|
| QUANTITY | AMOUNT | REV | CHECK NO. | SUBSIDIARY ACCT. |
| | 1697.67 | | | F0166402 |

| | | | |
|---|---|---|---|
| REFERENCE CODE | MSA CODE | GL | RPI |
| | | | |

| |
|---|
| VENDOR NAME |
| |
| ADDRESS-1 |
| |
| ADDRESS-2 |
| |
| ADDRESS-3 |
| |

| | | |
|---|---|---|
| CITY | STATE | ZIP CODE |
| | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PROGRAM | APPN. SYMBOL | FUND CODE | FUND DET | FIN SRC | CON TR | CNTY CODE | AGREEMENT NO. | AGR. SUF. |
| | 202 | 002 | 01 | 0 | | | | |

To Refund advance deposit # F0166402
on Federal Aid Project BROS-2300 (9 & 14)
to Malheur County

DDalito

12-1-87

10,110 jc cc: OSHD (Rulien) **STATE COPY** 10110

U.S. Department of Transportation
**Federal Highway Administration**

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Malheur | DIVISION<br>Oregon |
| DATE OF REPORT<br>OCT 28 '86 | REPORT MADE BY<br>C. O. Fredrickson, Construction Engineer | | PROJECT NO.<br>BROS-2300(14) |
| COMPLETION DATE (Actual)<br>Oct. 15, 1985 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>June 16, 1986 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>October 15, 1985 |

LOCATION **Willow Creek (Tomasello Road) Bridge on County Road (Tomasello) northwest of Brogan.**

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadway, grid-rolled aggregate base, and aggregate surfacing.

   B. Installation of guard rail and furnishing and placing riprap and filter blanket.

   C. Removal of existing bridge and construction of Bridge No. 15667B over Willow Creek.
   Length: 60 feet. Roadway width: 23 feet 3 inches.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Douglas S. Coats, Inc.

3. Contract Amount: $91,434.25

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

NOTED
W. E. SCHWARTZ

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO
Fredrickson
FOR
Info Inv R/D O.K. Sign Act File

ay

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>T. P. LOWE | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>District Engineer<br>10/31 | |
| TITLE<br>Area Engineer | DATE<br>OCT 2[illegible] | TITLE<br>District Engineer B | DATE<br>OCT 2[illegible] |

FORM FHWA 1446B
(Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,110

N

June 23, 1986

CON 5 - #10,110

Tromp & McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

Contract No. 10,110 awarded to Douglas S. Coats, Inc. for work on the Willow Creek (Tomasello Road) Bridge in Malheur County was completed on April 9, 1986, and accepted by the State Highway Division on June 16, 1986.

The total contract amount is $91,434.25 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

10,110

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10110

TO: Robert Gormsen
Manager, Commission Services

DATE: June 16, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

| | |
|---|---|
| Contract | 10110 , On Site Work Substantially Completed October 15, 1985 |
| All Work Completed | April 9, 1986 |
| Project | Willow Cr. (Tomasello Rd.) Bridge |
| Highway | County Road (Tomasello Road) |
| County | Malheur |
| Type of Work | Grading, Base & Structure |
| Contractor | Douglas S. Coats, Inc. |

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

Noted
Rd Gormsen

6-23-86 - Surety letter written.

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willow Creek (Tomasello Road) Bridge Section
WEEK ENDING: April 5, 1986
SECTION PREFIX: C10110
HIGHWAY: County(Tomasello)Rd
COUNTY: Malheur
NAME OF JOB:
KIND OF WORK: Grading, Structures,
CONTRACTOR: Douglas S. Coats Inc.
CONTRACT NUMBER: 10110
FEDERAL AID PROJECT NUMBER: BROS-2300(14)
DATE OF CONTRACT: July 31, 1985
DATE WORK STARTED: September 16, 1985
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: October 15, 1985
PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 113,378
EXCLUSIVE OF ENGINEERING: $ 103,476
ENGINEERING AUTHORIZATION: $ 9,902
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 103,476
ENGINEERING COST TO DATE: $ 7,064
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%
PERCENT OF AUTHORIZATION: 71 %
DATE PROJECT WAS COMPLETED: October 15, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.10 | 0.10 | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.10 | 0.10 | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 475cy | 910cy | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 393cy | 817.6cy | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 393cy | 817.6cy | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 15667B | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 30 | | | | |
| MONDAY 31 | | | | |
| TUESDAY 1 | | | | |
| WEDNESDAY 2 | | | | |
| THURSDAY 3 | | | | |
| FRIDAY 4 | | | | |
| SATURDAY 5 | | | | F |

CONTR. NO: 10110 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE: April 5, 1986

| | |
|---|---|
| 30<br>SUNDAY | No activity. |
| 31<br>MONDAY | No activity. |
| 1<br>TUESDAY | No activity. |
| 2<br>WEDNESDAY | No activity. |
| 3<br>THURSDAY | No activity. |
| 4<br>FRIDAY | No activity. |
| 5<br>SATURDAY | No activity. |

**REMARKS**

Semi-final submitted to Region 4-4-86.
Final report.

SIGNED Ken [illegible] LOCATION Ontario
for H.E. Shaw, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

August 23, 1985

CON 5

#10,110

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,110 for work on the Willow Creek (Tomasello Road) Bridge Section of County Road in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

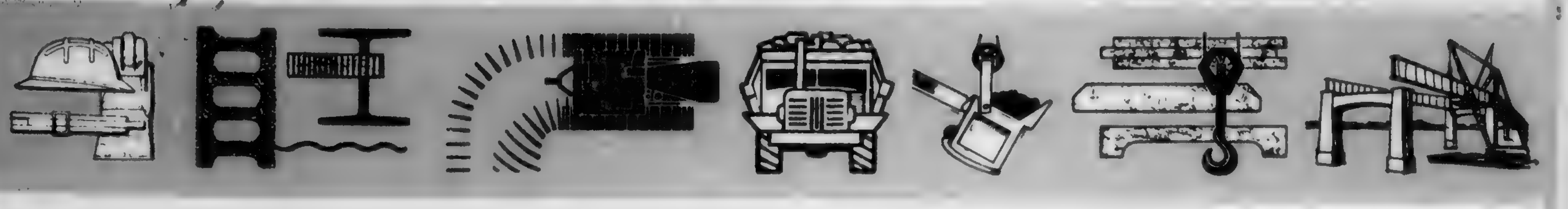
alp
Enclosure

cc: Tromp and McKinley Insurance, Inc.
Attn: Pat Callers
P. O. Box 1357
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Barry Hatcher

BRIDGES STREETS & ROADS STEEL STRUCTURES



**DOUGLAS S. COATS, INC.**
**P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330**

July 25, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

RE: WILLOW CREEK ( TOMASELLO RD.) BRIDGE

Gentlemen:

For our apparently low bid on the above mentioned project, our DBE/MBE/WBE participants will be:

E M W Construction of Bend, Oregon:

| | | |
|---|---|---|
| Bid item #1 | Mobilization | $ 1,238.50 |
| Bid item #10 | Guard Rail type 2A | 1,143.75 |
| Bid item #11 | Guard Rail type 3 | 2,500.00 |
| Bid item #12 | Guard Rail Anchors type 1 | 580.00 |
| Bid item #13 | Rail End Pieces type B | 90.00 |
| Bid item #14 | Rail End Pieces type C | 180.00 |
| Bid item #25 | Metal Rail w/tubing | 6,348.00 |
| | TOTAL: | $ 12,080.25 |

Sincerely,

DOUGLAS S COATS, INC

Ruth L Pooler
Ruth L Pooler
Secretary

RECEIVED
JUL 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

|  |  |  |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10.110 8-45 | U.S. Department of Transportation<br>Federal Highway Administration<br>**FEDERAL-AID PROJECT AGREEMENT**<br>8-15-85 | STATE<br>Oregon<br>COUNTY<br>Malheur<br>PROJECT NO.<br>BROS-2300(14) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. "Willow Creek (Tomasello) Bridge"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) |  |  |
| PRELIMINARY ENGINEERING |  |  |
| RIGHTS-OF-WAY |  |  |
| CONSTRUCTION | 6-28-85 | 0.1 |

OTHER *(Specify)*

FUNDS PRO RATA 80%

|  |  |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 113,377.00 | FEDERAL FUNDS<br>$ 90,701.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Gary A. Potter

Manager, Program Section
*(Title)*

XXX For: E.S. Hunter

Acting State Highway Engineer
*(Title)*

By ______

______
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator AUG 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Glen Hill

Oregon State Highway Division
Salem, Oregon August 13, 1985

Federal Aid Project No. BROS-2300(14)

Willow Creek (Tomasello) Bridge Section
County Road
Malheur County

## PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Br. #15667B (Sta. 10+20)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 10,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 500.00 |
| Temporary Signs | Sq. Ft. | 65 | 10.00 | 650.00 |
| Temporary Barricades | Each | 6 | 50.00 | 300.00 |
| Embankment in Place | Cu. Yd. | 475 | 500.00 | 2,375.00 |
| Watering | M-Gal. | 35 | 10.00 | 350.00 |
| Grid-Rolled Aggregate Shoulders | Cu. Yd. | 710 | 6.00 | 4,260.00 |
| Grid Roller | Hour | 16 | 40.00 | 640.00 |
| 3/4"-0 Aggregate Base | Cu. Yd. | 200 | 17.00 | 3,400.00 |
| Guardrail, Type 2A | Lin. Ft. | 75 | 17.00 | 1,275.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | 23.00 | 2,300.00 |
| Guardrail Anchors, Type 1 | Each | 2 | 300.00 | 600.00 |
| Rail End Pieces, Type B | Each | 2 | 50.00 | 100.00 |
| Rail End Pieces, Type C | Each | 2 | 90.00 | 180.00 |
| Loose Riprap, Class 700 | Cu. Yd. | 185 | 10.00 | 1,850.00 |
| Filter Blanket | Cu. Yd. | 39 | 10.00 | 390.00 |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 12,000.00 |
| Structure Excavation | Cu. Yd. | 30 | 15.00 | 450.00 |
| Furnish Pile Driving Equipment | Lump Sum | All | Lump Sum | 6,000.00 |
| Furnish Concrete or Steel Pipe Piling | Lin. Ft. | 520 | 18.00 | 9,360.00 |
| Drive Concrete or Steel Pipe Piles | Lin. Ft. | 520 | 1.00 | 520.00 |
| Structural Concrete Class 3300 12.5 CY | Lump Sum | All | Lump Sum | 3,000.00 |
| Reinforcement 1628 Lbs. | Lump Sum | All | Lump Sum | 1,000.00 |
| 60'/65' Prestressed Slabs | Each | 6 | 5,000.00 | 30,000.00 |
| Metal Rail with Tubing | Lin. Ft. | 138 | 40.00 | 5,520.00 |
| | | | | $ 97,020.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Temporary Erosion Control | All Required | | $ 500.00 |
| Roadside Seeding & Mulching | All Required | | 500.00 |
| Relocate Irrigation Pipe | All Required | | 1,000.00 |
| | | | $ 2,000.00 |
| | | Subtotal | $ 99,020.00 |
| | | Engineering | 14,357.00 |
| | | Total | $ 113,377.00 |

| | |
|---|---|
| Length of Project | 0.10 mi. |

| | |
|---|---|
| Federal Funds (80%) | $ 90,701.00 |
| County Funds | 22,676.00 |
| Total | $ 113,377.00 |

Group 011 = 100% Group 010 = 0%
Contract No. 10,110
Prefix: C 223-1910
Prefix: C 10110

Appn Code 117

CPL:bkb

July 30, 1985

PRO

The Honorable Maxwell T. Lieurance
Judge, Malheur County Court
Courthouse - Drawer C
251 B Street West
Vale, OR 97918

Dear Judge Lieurance:

Subject: Willow Creek (Robertson) Bridge
Willow Creek (Tomasello) Bridge
Malheur County

On July 25, 1985 the State Highway Division received a satisfactory bid from Douglas S. Coats Inc., P.O. Box 311, Bend, Oregon 97709 on the subject projects. These are Highway Bridge Replacement (HBR) projects and as per our Agreement No. 8269 & 8230 and our Local Government Agreement, the County is requested to deposit the balance of their share of the remaining construction costs as computed below:

| | Roberson Br.<br>BROS-2300(13) | Tomasello Br.<br>BROS-2300(14) |
|---|---|---|
| Contractors Bid | $101,047.00 | $ 97,020.00 |
| Anticipated Items | 1,000.00 | 2,000.00 |
| Subtotal | $102,047.00 | $ 99,020.00 |
| Contingencies (4-1/2%) | 4,592.11 | 4,455.90 |
| Engineering (9% & 10%) | 9,184.23 | 9,902.00 |
| Total Construction Cost | $115,823.34 | $113,377.90 |
| Federal Funds (80%) | (92,658.67) | (90,702.32) |
| Less 1/2 Balance State Share | (11,582.34) | (11,337.79) |
| Plus Estimated P.E. Cost | 15,000.00 | 15,000.00 |
| Less Federal Funds (80%) Est. | (12,000.00) | (12,000.00) |
| Less County's Advance Deposits | | |
| P.E. | (5,400.00) | (4,800.00) |
| Const. (65%) | (9,300.00) | (9,800.00) |
| REFUND DUE COUNTY | $ (117.67) | $ (262.21) |
| TOTAL OVERPAYMENT BY COUNTY | $ (379.88) | |

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. We will refund any overpayment when the project is completed and final cost adjustments are made.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachment
bcc: Roger Lang, Region 5
Vern Skoog, Accounting

July 18, 1985

PRO

The Honorable Maxwell T. Lieurance
Judge, Malheur County Court
Courthouse - Drawer C
251 B Street West
Vale, OR 97918

Dear Judge Lieurance:

Subject: Willow Creek (Roberson) Bridge
Willow Creek (Tomasello) Bridge

We appreciate your prompt action on our mutual problem. The Federal Highway Administration has given the State of Oregon 90 days to either correct the deficiencies in the bridge inspection program or suffer the loss of federal aid.

Based on your proposal to complete Malheur County's bridge inspections by early August we will rescind our July 9, 1985 letter and participate in the two Willow Creek Bridge projects. 65% of the County's share of the construction cost is computed below:

| | Roberson Br. BROS-2300(13) | Tomasello Br. BROS-2300(14) |
|---|---|---|
| Estimated Total Construction Cost | $143,400.00 | $150,600.00 |
| Less Federal Fund (80%) | (114,720.00) | (120,480.00) |
| Less State Share 1/2 Balance | (14,340.00) | (15,060.00) |
| County's Share | $ 14,340.00 | $ 15,060.00 |
| 65% of County Cost (Rounded) | $ 9,300.00 | $ 9,800.00 |
| COUNTY'S ADVANCE DEPOSIT | $ 19,100.00 | |

c/c
Received
7-24-85
MKS

We will award the contract when we receive your advance deposit in the amount of $19,100 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachment
bcc: w/AD #85-86 & 85-87 - Roger Lang, Region 5
Don Adams
Vern Skoog - Please return completed AD #85-86 and #85-87 when advance deposit is received.

July 9, 1985

PRO

The Honorable Maxwell T. Lieurance
Judge, Malheur County Court
Courthouse-Drawer C
251 B Street West
Vale, OR 97918

Dear Judge Lieurance:

Subject: Willow Creek (Roberson) Bridge Section
Willow Creek (Tomasello) Bridge Section
Malheur County

On July 25, 1985 the bids will be taken by the State Highway Division on the subject project. These are Highway Bridge Replacement projects and as per our Agreements No. 8269 & 8230 and our Local Government Agreement the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

Void 7-18-85

| | Roberson Br. BROS-2300(13) | Tomasello Br. BROS-2300(14) |
|---|---|---|
| Est. Total Construction Cost | $ 143,400.00 | $ 150,600.00 |
| Less Federal Funds (80%) | (114,720.00) | (120,480.00) |
| County Share | $ 28,680.00 | $ 30,120.00 |
| 65% of County Cost (Rounded) | $ 18,600.00 | $ 19,600.00 |
| COUNTY'S ADVANCE DEPOSIT | $38,200 | |

The Transportation Commission recently established a one year and three month policy beginning July 1, 1985 and ending September 30, 1986 to split the 20% matching funds on HBR projects, 10% state and 10% local government. The state share of the match will be withheld if the County has not met the two year bridge inspection frequency required by federal law. Your County is presently delinquent under this federal requirement and state matching funds will be withheld on the subject projects.

We will award the contract when we receive your advance deposit in the amount of $38,200 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bcc: w/AD #85-80 & 85-81 - Roger Lang, Region 5
Vern Skoog - Please return completed AD #85-80 and #85-81 when advance deposit is received.

Section Willow Cr. (Tomasello Rd.) Bridge Sec. Programming Estimate $

Highway Tomasello Rd Project Length 0.10

County Malheur Completion Time Oct 15, 1985

Kind of Work Grading, Base & Structure Est. Comp. Date

[illegible] 223-1990 Letting Date July 25, 85 Project No. BROS

## ESTIMATED CONSTRUCTION AUTHORIZATION

6-28-85 ch

Estimated Contract Amount . . . $ 130,712—

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment | |
| Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | |
| Permanent Pavement Striping | |
| Temporary Pavement Striping | |
| Remove Pavement Striping (Exist. & Temp.) | |
| Temporary Erosion Control | 500 |
| State Furnished | |
| Roadside Seeding & Mulching | 500 |
| Asphalt Cement Adjustment | |
| On the Job Trainees ($0.80 x ____ hrs.) | |
| State Responsibility for Damages | |
| Signal Controller Testing | |
| OPTICOM Testing | |
| Bikeway Signs | |
| Bikeway Striping & Legend | |
| Relocate Irrigation Pipe | 1000 |
| | |
| | |
| | |
| Adjust Utilities: | |
| | |
| | |

$ 2000—

Subtotal $ 132,712—

Contingencies (4-1/2%) 5,972.04

Engineering ([illegible] 9 [illegible]%) 11,944.08

Subtotal $ 150,628.12

Credit for

Estimated Net Authorization, Construction . . . $ 150,628.12

APPROVED

Road Design Engineer

Rev. 11/81

# SUMMARY--BID SCHEDULE--COST ESTIMATE

## OREGON STATE HIGHWAY DIVISION

ION Willow Creek (Tomasello) Bridge
KIND OF WORK Grading, Base & Structure
KEY NUMBER
COUNTY Malheur
LENGTH 0.10
DATE 6/24/85
SHEET 1 OF 2
NAME Bergstedt

COST ANALYSIS UNIT. 6·24·85
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 7·25·85

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | - | 20,000 |
| | Temporary Protection and Direction of Traffic | | All | All | — | 1000- |
| | Temporary Signs | | Sq.Ft. | 65- | 8- | 520- |
| | Temporary Barricades | | Each | 6. | 70- | 420- |
| | Road work | | | | | |
| | Embankment in Place | | Cu.Yd. | 475- | 8 | 3800 |
| | Watering | | M-Gal. | 35- | 15 | 525 |
| | Grid-Rolled Aggregate Subbase | | Cu.Yd. | 710 | 14 | 9940 |
| | Grid Roller | | Hour | 16 | 60 | 960 |
| | 3/4"-0 Aggregate Base | | Cu.Yd. | 200 | 18 | 3 600 |
| | Guard Rail, Type 2 A | | Lin.Ft. | 75- | 17 | 1275 |
| | Guard Rail, Type 3 | | Lin.Ft. | 100 | 30 | 3000 |
| | Guard Rail Anchors, Type 1 | | Each | 2 | 350 | 700 |
| | Rail End Pieces, Type B | | Each | 2 | 70 | 140 |
| | Rail End Pieces, Type C | | Each | 2 | 90 | 180 |

734-1736 (REV. 2-84)

# SUMMARY--BID SCHEDULE--COST ESTIMATE
## OREGON STATE HIGHWAY DIVISION

SECTION: Willow Creek (Tomasello) Bridge
COUNTY: Malheur
SHEET 2 OF 2
KIND OF WORK: Grading, Base & structure
KEY NUMBER:
LENGTH: 0.10
DATE: 6/20/85
NAME: Borg[illegible]

| NO. | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| | | | | | | |
| | Loose Riprap, Class 700 | | Cu. Yd. | 185 | 35 | 6475 |
| | Filter Blanket | | Cu. Yd. | 39 | 25 | 975 |
| | | | | | | |
| | | | | | | |
| | Structure | | | | | |
| | Bridge No. 15667B | | | | | |
| | | | | | | |
| | Bridge Removal work | | All | All | — | 4,400– |
| | Structure Excavation | | Cu. Yd. | 30 | 11– | 330– |
| | Furnish Pile Driving Equipment | | All | All | — | 17,000– |
| | Furnish Concrete or Steel Pipe ~~Shell~~ Piling | | Lin. Ft. | 520 | 17– | 8840– |
| | Drive Concrete or Steel Pipe ~~Shell~~ Piles | | Lin. Ft. | 520 | 2 | 1,040– |
| | 12.5 cu yd @ 240<br>Structural Concrete Class 3300 | | All | All | – | 3000– |
| | 1628 lbs @ 0.50<br>Reinforcement | | All | All | – | 814– |
| | 60/65' Prestressed slabs | | Each | 6 | 6,020 | 36,120– |
| | Metal Rail with Tubing | | Lin. Ft. | 138 | 41– | 5,658– |
| | | | | | | |
| | | | | | | |
| | | | | | | ~~128,912~~<br>~~130,748~~ |
| | | | | | | 130,712– |
| | | | | | | |

734-1736 (REV. 2-84)

16,110

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 25, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50024
Project No. BROS-2300(14)
Willow Creek (Tomasello Road) Bridge Section
County Road
Malheur County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 25, 1985.

DRH:me
Attachments
cc: R.D. Hector (Region 5)
Michael Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6/25/85

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| OJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 0.3 mi. N. of Brogan | ADT | PRESENT<br>10 DHV<br>75 | FUTURE<br>--- | YEAR<br>-- | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>117 |
| ITEM NO.<br>50024 | | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| D WORK (35 typewriter | NATL. FOREST | FA ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) BROS- · NUMBER 2300 · SEQ. NO. (14) · I. Projects Only: POST MI. · DESIG. |

| | | | | |
|---|---|---|---|---|
| DS<br>Bridge Replacement<br>- - - | COUNTY NAME<br>Malheur | CODE<br>045 | PROGRAM STAGE<br>☐ 1 OR ☐ 2 | |
| | ROUTE NO. Z | FEDERAL-AID<br>Non UL | STATE<br>Co. Rd. | U.S.<br>--- |

ESTIMATED PROJECT COST BY PHASES

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | | | | | | |
| OW | | | | | | | | |
| ONST (CODE)<br>X080 | (09) | "Willow Creek (Tomasello) Bridge Section" | 0.011 | 150,000 | 120,000 | - - - | 30,000 | |
| DRH:me | | PROJECT TOTALS | 0.011 | 150,000 | 120,000 | - - - | 30,000 | |

ROVAL DATES

10-1-83

1913

REMARKS

Additional Data: Item No. 50024;
Project No. BROS-2300(9).

-OVER-

Budget Bureau No. 41-R2067;
U.S.

FORM PR-1
(REV. 4-61)

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 6/25/85

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21<br>Co. Rd., 0.3 mi. N. of Brogan 65 | ADT | PRESENT<br>10 DHV<br>75 | FUTURE (66) (70) ---- | YEAR (71) (72) -- | REGION 10 | STATE NAME Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28<br>Structure 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14<br>BROS- 22 | NUMBER 7<br>2300 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Bridge Replacement | COUNTY NAME<br>Malheur | | | | CODE<br>045 |
| | NAME OF URBAN AREA 17-31<br>- - - | ROUTE NO. Z | FEDERAL-AID<br>Non UL (82) | STATE<br>Co. Rd. (86) | (87) | U.S.<br>--- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14)(15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (60) | (60) (66) | (67) (79) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>X080 | (09) | "Willow Creek (Tomasello) Bridge Section" | 0.011 | 150,000 | 120,000 | - - - | 30,000 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY DRH:me | PROJECT TOTALS | 0.011 | 150,000 | 120,000 | - - - | 30,000 |
| 1 | 14 | PROGRAM APPROVAL DATES 10-1-83 | | | (18) (23) | (24) (29) | REMARKS | |

Key No. 01913

Additional Data: Item No. 50024
Project No. BR

-OVER-

## Willow Creek (Tomasello) Bridge Section

Remarks continued:

Project Data: Work under this project consists of 1) constructing one prestress reinforce concrete bridge (No. 15667B) length 60-ft., width 24-ft.; 2) remove existing structure; 3) grade and gravel surface to provide two 10-ft. travel lanes with 2-ft. gravel shoulders; 4) install guardrail as directed at bridge ends; 5) adjust utilities as required; and 6) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State/County Agreement No. 8230 complying with Section 116, Title 23 U.S.C, and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 8/29/84.

Note: 1) This project is in Congressional District No. 2.

2) Included in Six Year Highway Improvement Program on page 122 and included in FY '85 Status Report.

3) Included in the approved bridge replacement inventory (Br. No. 45C118) with a sufficiency rating of 23.3.

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2023

County Malheur

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-2300(9) Prefix 223-1910

Project Name Willow Cr. (Tomasello) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUN 21 1985
REFER TO____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 11th day of June, 1985

County of Malheur

County Judge/Chairman

W.C Hammack
Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 6-19-85

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

10,110

STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Hector
Region 5 Engineer

DATE: June 4, 1985

DES 23
15667B

ORIGINAL SIGNED
O. M. PARENT

FROM: Oliver Parent
Principal Structural Design Engineer

SUBJECT: Willow Creek (Tomasello) Bridge #15667B
Willow Creek (Tomasello) Bridge Section
Logan Road (County Road #605)
Malheur County

Attached are two reduced prints of Drawings 40738 through 40740 which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

| | |
|---|---|
| Roadwork | $ 30,000 |
| Structures | 72,000 |
| Engineering & Contingencies | 10,000 |
| TOTAL | $ 112,000 |

It is planned to call for bids on this section on August 22, 1985.

Please make a field review of Bent Locations and return one set by June 28, 1985 with your comments and corrections noted.

CRL:krm

Attachments

cc: The Honorable Maxwell Lieurance, Malheur County /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet unchecked and designer's notes. (Free County Design)
Construction /w/ 1 set
Utility Unit /w/ 1 set
——Program Section
Road Design /w/ 1 set
Barry Hatcher, Project Manager /w/ 1 set

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 5 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

16,110

[illegible]

STATE OF OREGON

**INTEROFFICE MEMO**

TO: D. O. Christensen
Road Design Engineer

DATE: June 4, 1985

Attn: Rick Kuehn
Final Design Engineer

SUBJECT: Willow Creek (Tomasello)Bridge Sec.
County Road
HBR-OS Project
Malheur County

This project was developed without a detour on the basis that we would be completed prior to the harvest season and an alternative route was available for the land owner.

On May 28, 1985, I met with the County Court and advised them we would not be able to meet the desired completion date of August 15. Several options were discussed by the Court as to how the project should proceed. But it was determined concurrence of the land owner should be obtained.

Judge Lieurance has advised me the landowner has agreed to using the alternate access during the harvest season. However, the Court desires to have this bridge completed by October 15, 1985.

Please take the necessary action to complete plans, specifications, and estimate of cost so we may meet the identified completion date.

Roger C. Lang by lm

Roger C. Lang
Region 5 Federal Aid Specialist

cc: N Henry

RCL/lm

cc: W. J. Hart
Gary Potter
Mike Shultz

1 RDE Doc
2 FDE RK
cy LE
cy SE
3 FPC JRm
PDE
LFE
GTE

RECEIVED
JUN 6 1985
ROAD DESIGN SECTION

BPC
FDS
CAD
Copy All
Return To
B/U //

Contains Recycled Materials
81-125-1387

SP*75683-125

10,110 5-22-85

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet |
| 2 | Typical Sections & Summary |
| 3 | Plan & Profile |

6482
JULY 11, 1969
RICHARD A. KUEHN

T.R.&D. will be written

STATE OF

DEPARTMENT OF

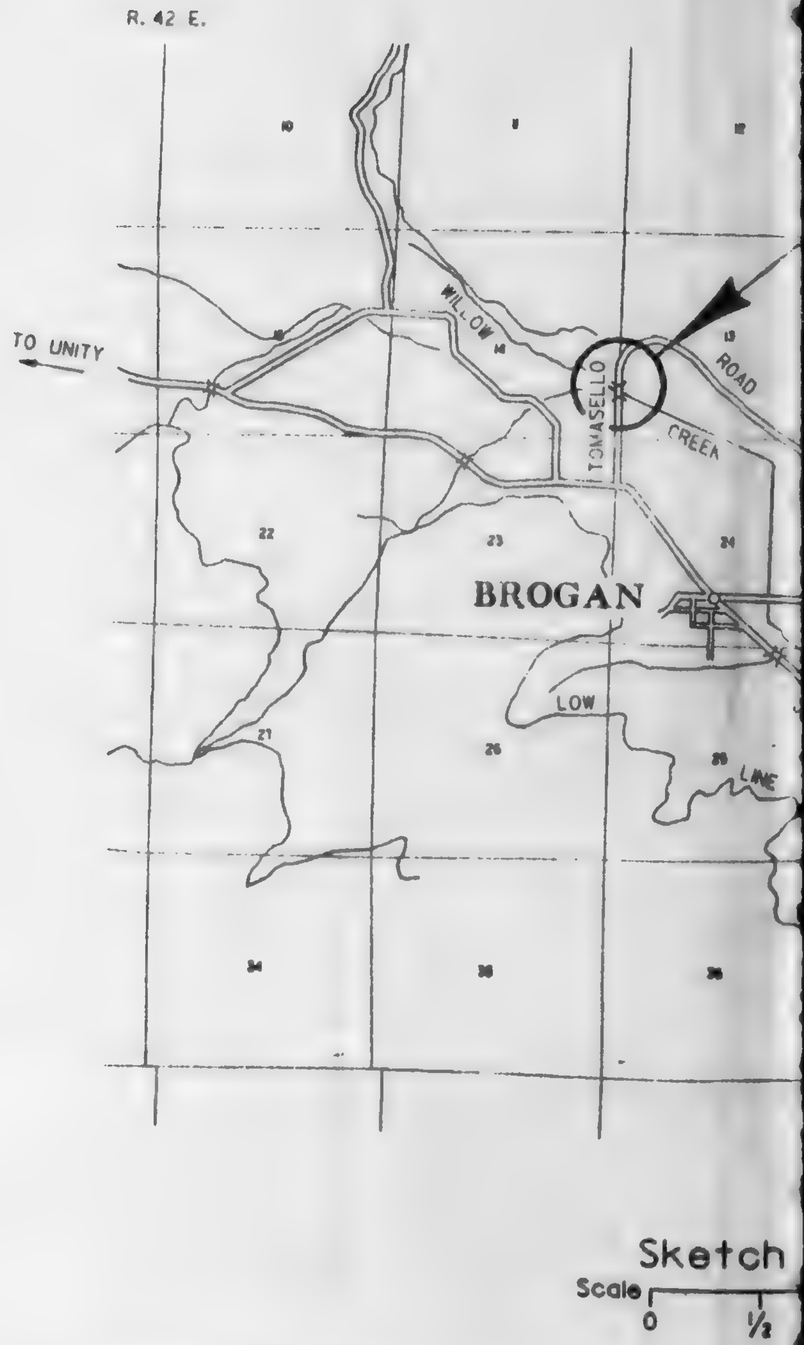
STATE HIGHW

PLANS FOR PRO

# WILLOW CR. ( TOMASEL

## COUNTY ROAD ( T

### MALHEUR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|  |  |  |  |  |
|---|---|---|---|---|
| **WILLOW CR. ( TOMASELLO RD. ) BRIDGE SEC.**<br>COUNTY ROAD ( TOMASELLO RD. )<br>MALHEUR COUNTY | | | | SHEET No.<br>1 |
| FED ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

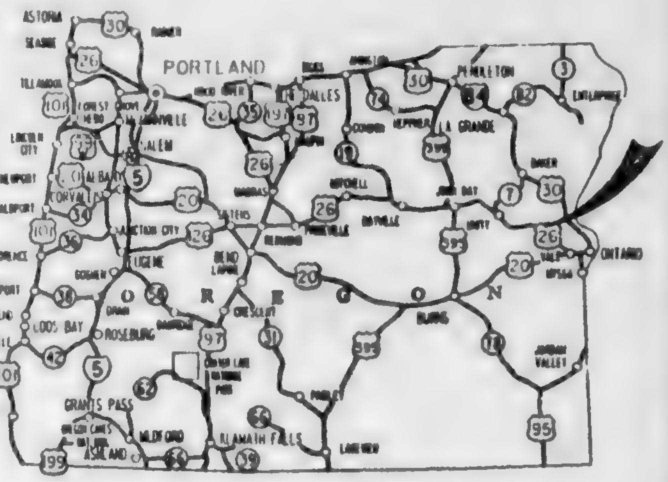
S FOR PROPOSED PROJECT

PRELIMINARY COPY
MAY 10 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

# ASELLO RD.) BRIDGE SEC.

## AD ( TOMASELLO RD. )

### ALHEUR COUNTY


ASTORIA
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LA GRANDE
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ONTARIO
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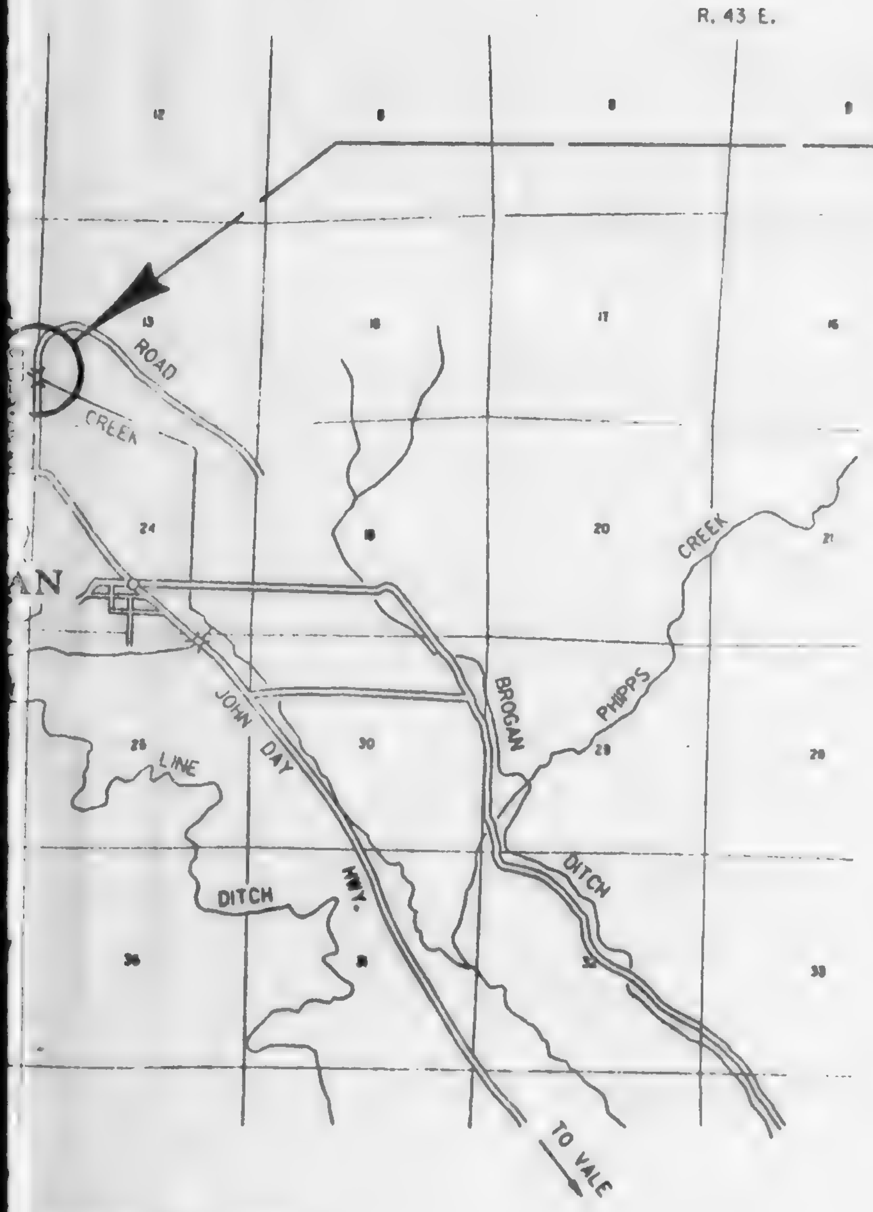
COOS BAY
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
JORDAN VALLEY
O R E G O N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Sketch Map

PROJECT
STA. 10+20

APPROVED May 22 1985

COUNTY COURT OF Malheur COUNTY

BY Mafred T. Luis
COUNTY JUDGE

W. C. Hammack
COUNTY COMMISSIONER

Don B. Cox
COUNTY COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Peter J. Brix | VICE CHAIRMAN |
| Robert F. Dwyer | COMMISSIONER |
| N. B. Giustina | COMMISSIONER |
| Samuel T. Naito | COMMISSIONER |
| Fred D. Miller | DIRECTOR OF TRANSPORTATION |

4476 H. S. COULTER

4582 EDGAR S. HUNTER

| | |
|---|---|
| H. S. Coulter | E. S. Hunter |
| STATE HIGHWAY ENGINEER | ASSISTANT STATE HIGHWAY ENGINEER |

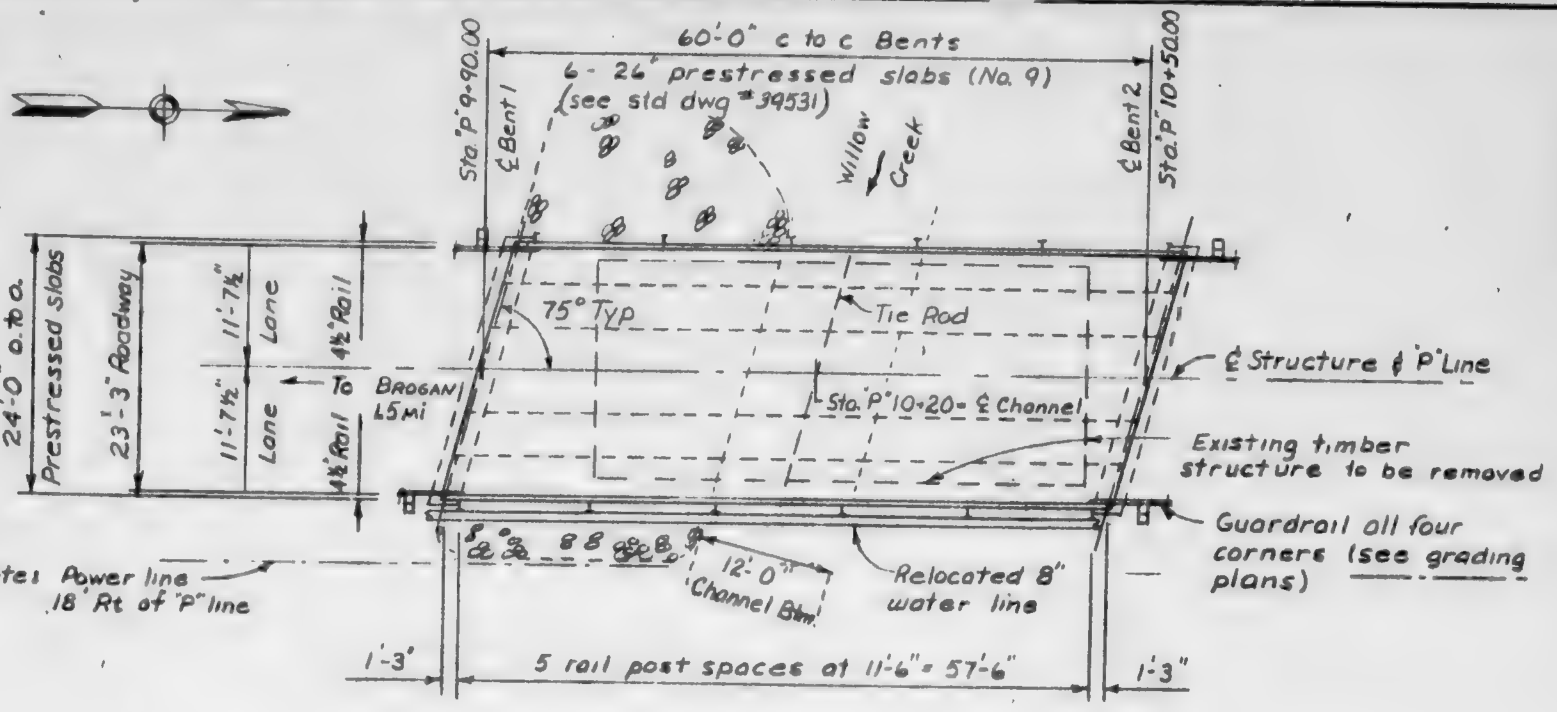
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

. 10,110

Shu tz 5-18-85


60'-0" c to c Bents
6 - 26" prestressed slabs (No. 9)
(see std dwg #39531)
Sta. "P" 9+90.00
℄ Bent 1
Willow Creek
℄ Bent 2
Sta. "P" 10+50.00
24'-0" o. to o.
Prestressed slabs
23'-3" Roadway
11'-7½"
Lane
4½" Rail
11'-7½"
Lane
4½" Rail
To BROGAN 1.5 mi
75° Typ
Tie Rod
℄ Structure & "P" Line
Sta. "P" 10+20 = ℄ Channel
Existing timber structure to be removed
Guardrail all four corners (see grading plans)
Note: Power line 18' Rt of "P" line
12'-0" Channel Btm.
Relocated 8" water line
1'-3"
5 rail post spaces at 11'-6" = 57'-6"
1'-3"

P L A N

Scale 1"=10'

NO
THE SCALE OF
½ THAT OF THE
FOR EXAMPLE
INDICATED S
SHOULD BE REA
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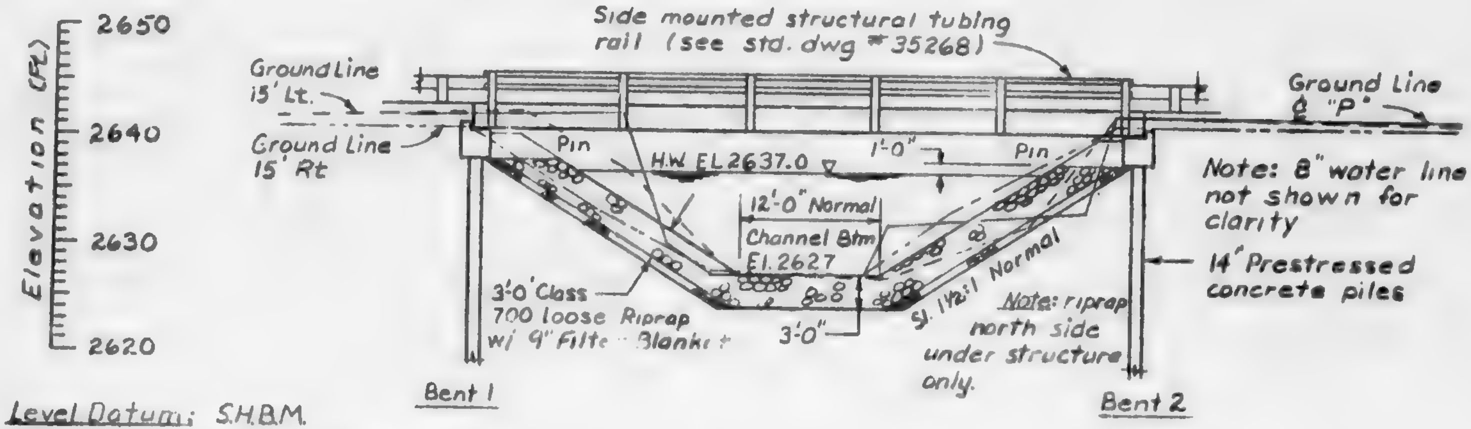

2650
2640
2630
2620
Elevation (Ft.)
Side mounted structural tubing rail (see std. dwg #35268)
Ground Line 15' Lt.
Ground Line 15' Rt
Ground Line ℄ "P"
Pin
H.W. El 2637.0
1'-0"
Pin
12'-0" Normal
Channel Btm El. 2627
3'-0" Class 700 loose Riprap w/ 9" Filter Blanket
3'-0"
Sl. 1½:1 Normal
Note: riprap north side under structure only.
Note: 8" water line not shown for clarity
14" Prestressed concrete piles
Bent 1
Bent 2

Level Datum: S.H.B.M.
John Day Hwy. 0.74 Mi
West of Brogan MP 253.86
Sta. 443+60 52' Lt
El. 2654.477

E L E V A T I O N

Scale 1"=10'

APPROVED BY

COUNTY OF Malheur

JUDGE OR CHAIRMAN

W. C. Hammack
COMMISSIONER

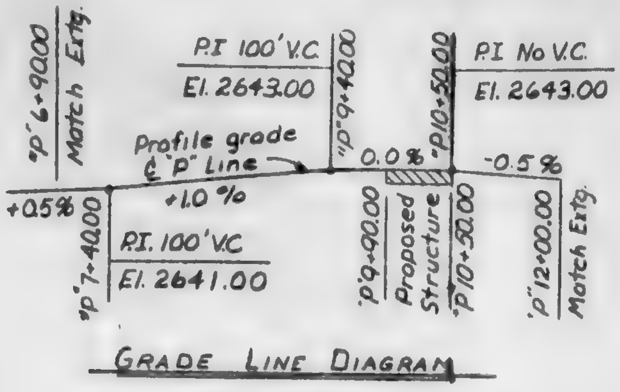
COMMISSIONER

DATE 5/8/85

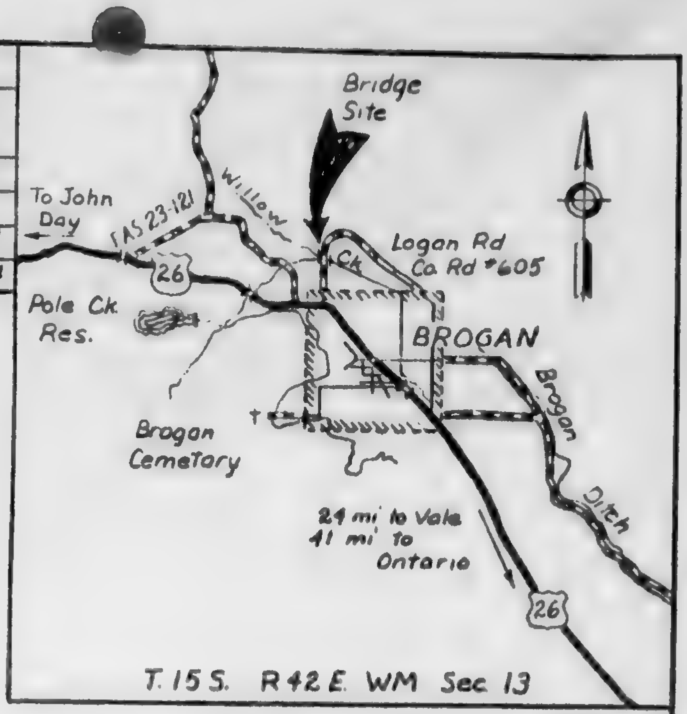
NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

## HYDRAULIC DATA

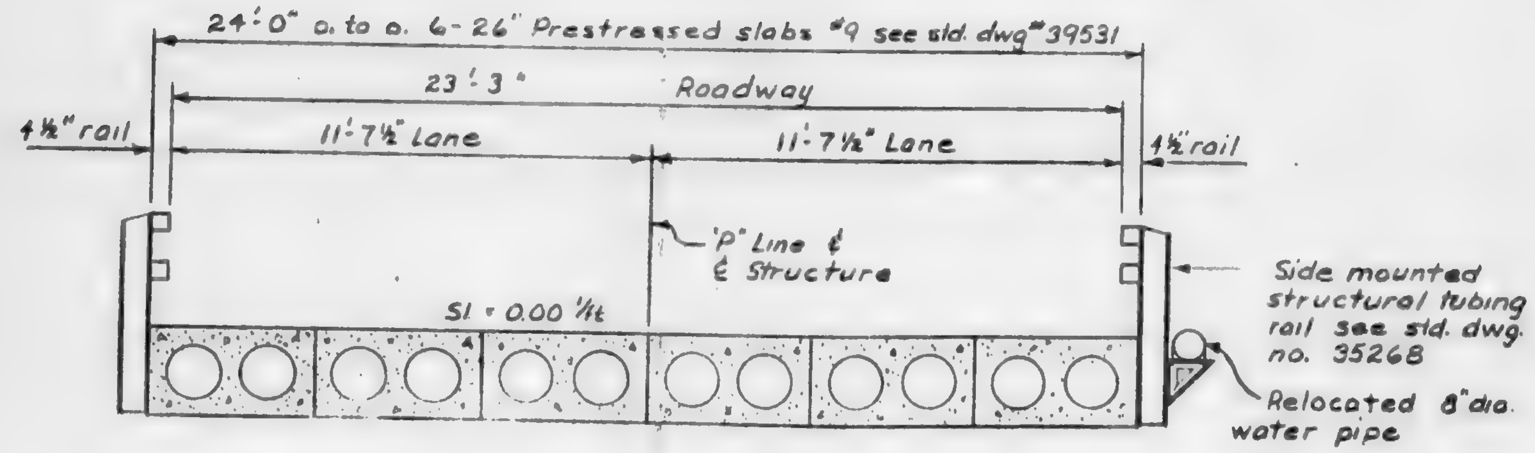
| | Design Flood | Base Flood |
|---|---|---|
| Discharge - cfs. | 2190 | 3320 |
| Frequency - yrs. | 25 | 100 |
| H.W. Elevation - Ft. | 2637 | 2639.1 |
| Backwater Elev - ft. | 2637.2 | 2639.4 |


"P" 6+90.00 Match Extg.
P.I. 100' V.C.
El. 2643.00
"P" 9+40.00
"P" 10+50.00
P.I. No V.C.
El. 2643.00
Profile grade ℄ "P" Line
0.0%
-0.5%
+0.5%
+1.0%
P.I. 100' V.C.
El. 2641.00
"P" 7+40.00
"P" 9+90.00
Proposed Structure
"P" 10+50.00
"P" 12+00.00 Match Extg.

GRADE LINE DIAGRAM
No Scale


Bridge Site
To John Day
FAS 23-121
Willow
Ck
Logan Rd
Co. Rd #605
26
Pole Ck. Res.
BROGAN
Brogan Ditch
Brogan Cemetery
24 mi to Vale
41 mi to Ontario
26
T. 15 S. R 42 E. WM Sec 13

VICINITY MAP
No Scale


24'-0" o. to o. 6-26" Prestressed slabs #9 see std. dwg #39531
23'-3" Roadway
4½" rail
11'-7½" Lane
11'-7½" Lane
4½" rail
'P' Line ℄
℄ Structure
Sl = 0.00 '/ft
Side mounted structural tubing rail see std. dwg. no. 35268
Relocated 8" dia. water pipe

TYPICAL SECTION
No Scale

| DATE | REVISION | BY |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

APPROVED:
------------------------------------------ PE
BRIDGE ENGINEER
------------------------------------------ PE
ASSISTANT STATE HIGHWAY ENGINEER

C.R. Leedham
DESIGNED
C.R. Leedham
DRAWN

CHECKED

REVIEWED

REVIEWED

**OREGON DEPARTMENT OF TRANSPORTATION**
**BRIDGE DESIGN SECTION**

WILLOW CREEK (TOMASELLO) BRIDGE
WILLOW CREEK (TOMASELLO) BR. SEC.
LOGAN RD. (CO. RD. # 605)
MALHEUR COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 40444

DATE APRIL 1985 CALC. BOOK ______ SHEET 1 OF 2
BRIDGE NO. 15667B DRAWING NO. 40679

10183

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: May 16, 1985

TO:
U. S. Corps of Engineers
U. S. Fish and Wildlife Service
U. S. National Marine Fisheries Service
U. S. Environmental Protection Agency
U. S. Coast Guard
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Bob Pool

FROM: Bob Pool, P.E., P.L.S.
Location Engineer

SUBJECT: Regional Permit for Fills in Waters of the United States

Section: Willow Creek (Tomasello) Bridge
Highway: County Road #605n City
County: Malheur County

This letter, with the enclosed material, serves as the advanced notice required under Operating Procedure of the Department of the Army Permit referred to in the Regional Permit, Application No. 071-OYA-2-005214, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

This project is for the replacement of a deteriorating obsolete timber bridge with a new concrete structure. During construction, the road can be closed; therefore, a detour will not be necessary. Only one property owner would be affected by closing the road and he indicated there is another access that he can use when needed.

During last year's high water, erosion occurred around the southerly footing. Therefore, the slopes under the structure will be riprapped to prevent any reoccurrence of erosion problems.

If additional information is needed, please contact Donald E. Keyes, Location Unit, 211 Transportation Building, Salem, OR 97310, telephone 378-6265.

Enclosures

cc D. E. Wilken
D. O. Christensen
W. J. Hart
C. M. Gilmour
D. E. Keyes w/enc

RECEIVED
ROAD DESIGN
SECTION

LEE
C/ FDE
LE
C/ SL
✓ FPC
PDE
LFE
GTE
Copy All
Return To
B/U ../../..

Form 734-3122

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

In Reply Refer to
File No.

May 6, 1985

**PROGRAM SECTION**
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 08 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

The Honorable Maxwell T. Lieurance
Judge, Malheur County Court
Courthouse - Drawer C
251 B Street West
Vale, Oregon 97918

Dear Judge Lieurance:

Re: Preliminary Plans
Willow Creek(Tomasello)Bridge Section
Bridge No. 15667B
County Road

Enclosed are three (3) copies of drawing numbers 40679 and 40444, which comprise the preliminary plans for the above subject project.

These plans are to furnish the Court with the general layout of the bridge and roadwork prior to development of final plans, which will show much more detail and allow us to estimate the costs more accurately.

The present estimate of cost is shown below:

| | |
|---|---|
| Roadwork | $24,000 |
| Structure | 91,000 |
| Engineering & Contingencies (20%) | 23,000 |
| Estimated Total: | 138,000. |

Please review the plans and, if found to be acceptable, present them to the Court for signature. After the plans have been signed, return two (2) copies to me for further processing. Retain one (1) copy for your records.

We plan to call for bids on August 22, 1985. Your early attention will allow us to stay on schedule. Do not hesitate to call me if you have any questions.

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/lm
Enc.

cc: Ollie Parent
Gary A. Potter
Mike Shultz
Barry Hatcher w/enc.

734-1839

10,110

5

STATE OF OREGON

# INTEROFFICE MEMO

| | | | |
|---|---|---|---|
| TO: | R. D. Hector<br>Region 5 Engineer | ATTN:<br>Roger Lang | DATE: May 1, 1985 DES 23<br>15667B |
| FROM: | ORIGINAL SIGNED<br>O. M. PARENT<br>Oliver M. Parent, P.E.<br>Principal Structural Design Engineer | | |
| SUBJECT: | Willow Creek (Tomasello) Bridge<br>Logan Road (County Road 605)<br>Malheur County<br>BR 15667B | | |

Attached are four reduced prints of Drawings 40679 and 40444 which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

| | |
|---|---|
| Roadwork | $ 24,000 |
| Structure | 91,000 |
| Engineering and Contingencies | 23,000 |
| TOTAL | $138,000 |

Please use these prints to obtain the approval of Malheur County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on August 22, 1985.

CRL:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 1 + 2 foundation reports and hydrualic reports
    Road Design /w/ 1
    Program Section /w/ 2
    Environment (M. Banks) /w/ 1
    J. E. Backstrand

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 02 1985
REFER TO Local Proj (Miles)
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10,110

5

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: April 4, 1985

Barb Hopewell

FROM: Barb Hopewell
Assistant Hydraulic Engineer

SUBJECT: Willow Creek (Tomasello) Bridge
Logan Road
Malheur County

The proposed structure will replace an existing 45-foot long two-span timber structure. The southerly abutment of the structure has failed and temporary repairs were made to keep the bridge in service.

## HYDROLOGY

Willow Creek is a north-south tributary of the Malheur River and drains approximately 438 square miles above the proposed bridge site. Malheur Reservoir is located approximately 10 miles upstream of the bridge site and regulates 290 square miles of drainage area. Willow Creek Gage No. 132305000 near Drewsey, Oregon, is located just downstream from the reservoir outlet tunnel. The recurrence interval vs. peak discharge relationship for the regulated area was determined from a statistical analysis of this gage data using a Log-Pearson Type III distribution.

The remaining 148 square miles of drainage area is unaffected by the reservoir. Since no stream gage records were available for the unregulated area, the U. S. Geological Survey's Regression equations contained in the publication "Magnitude and Frequency of Floods in Eastern Oregon" were used to determine the recurrence interval vs. peak discharge.

Listed below are the recurrence interval vs. peak discharge relationships for the regulated, unregulated, and combined areas.

| Recurrence Interval | Peak Discharge Regulated (290 $m.^2$) | Peak Discharge Unregulated (148 $m.^2$) | Peak Discharge At Bridge Site (438 $m.^2$) |
|---|---|---|---|
| 100-Yr | 150 cfs | 3170 cfs | 3320 cfs |
| 50-Yr | 130 cfs | 2630 cfs | 2760 cfs |
| 25-Yr | 110 cfs | 2080 cfs | 2190 cfs |
| 10-Yr | 90 cfs | 1530 cfs | 1620 cfs |
| 5-Yr | 70 cfs | 1040 cfs | 1110 cfs |

PROGRAM SECTION
MANAGER — RESOURCE UNIT —
FA UNIT — PROGRAM UNIT —
APR 0 5 1985
REFER TO Local Program
R/D — ACT — REPLY —
DISC — INFO — FILE —

Contains Recycled Materials

Last year during high water the south side footing was undercut and required maintenance. According to Barry Hatcher's Office, the surrounding fields are not inundated with water and there is no overtopping of the road. They were not aware of any flooding problems at the bridge site.

## HYDRAULIC DESIGN

The 25-year flood of 2190 cfs was used as the design flood. Two replacement waterways were investigated: Alternative 'A' with vertical abutments (Figure 1) and Alternative 'B' with 1-1/2:1 end slopes (Figure 2). Removing the existing timber pier results in a decrease in backwater and a small increase in waterway area. The following is a summary of the existing/proposed conditions.

| | Freq. | Q | Normal Waterway Opening | Normal Waterway Area | Design Highwater | Upstream Stage | Backwater |
|---|---|---|---|---|---|---|---|
| Existing | 25-Yr | 2190 cfs | 35 ft | 240 $ft^2$ | 2637.0 ft | 2637.4 ft | 0.4 ft |
| | 100-Yr | 3200 cfs | 38 ft | 310 $ft^2$ | 2639.1 ft | 2639.8 ft | 0.7 ft |
| 'A' | 25-Yr | 2190 cfs | 36 ft | 245 $ft^2$ | 2637.0 ft | 2637.1 ft | 0.1 ft |
| | 100-Yr | 3320 cfs | 36 ft | 320 $ft^2$ | 2639.1 ft | 2639.4 ft | 0.3 ft |
| 'B' | 25-Yr | 2190 cfs | 40 ft | 245 $ft^2$ | 2637.0 ft | 2637.2 ft | 0.2 ft |
| | 100-Yr | 3320 cfs | 46 ft | 330 $ft^2$ | 2639.1 ft | 2639.4 ft | 0.3 ft |

It is recommended that the existing bottom of beam elevation be maintained which is elevation 2640.8 feet.

## RIPRAP

For Alternative 'A' it is suggested that the toe of the vertical abutments and wingwalls be protected with an 18-inch blanket of Class 100 loose riprap. A filter blanket will not be required.

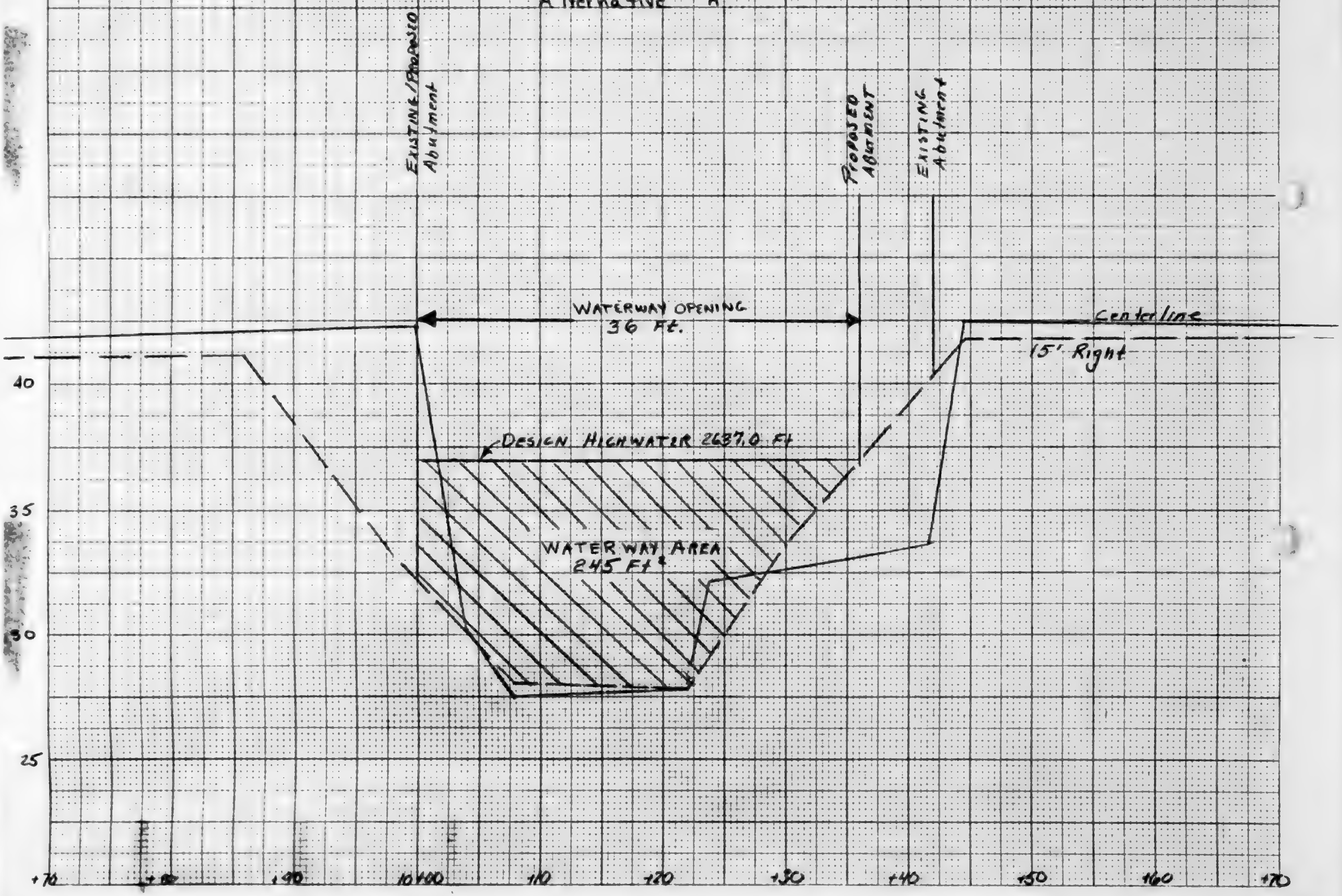
For Alternative 'B' it is suggested that the fresh fill slopes be protected with a three-foot blanket of Class 700 loose riprap. A 9-inch thick filter blanket of 4"-0" to 6"-0" pit-run or river-run material or a geotextile would be required. This protection should also have a toe trench.

BH:ge
Attach.

cc Bob Pool w/attach.
Walt Hart "
Glen Thommen "
Rick Kuehn "
Bob Hector "
Gary Potter "
Cam Gilmour "
Herb Schell, FHWA"

[illegible] DIVISIONS PER INCH 150 X 200 DIVISIONS
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

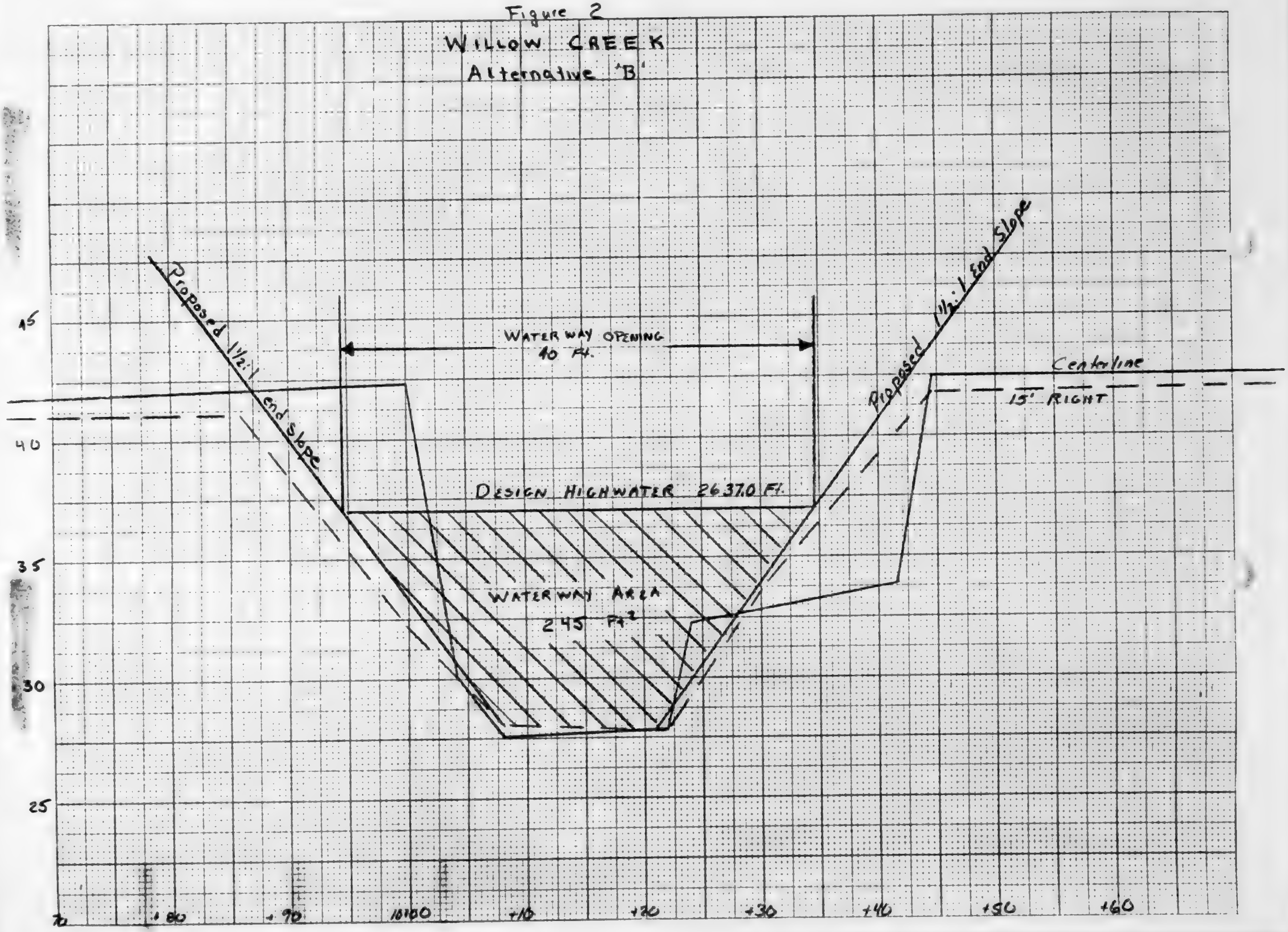
Figure 1
WILLOW CREEK
Alternative 'A'


EXISTING/PROPOSED Abutment
PROPOSED Abutment
EXISTING Abutment
WATERWAY OPENING 36 Ft.
Centerline
15' Right
DESIGN HIGHWATER 2637.0 Ft
WATERWAY AREA 245 Ft²
40
35
30
25
+70
+80
+90
10+00
+10
+20
+30
+40
+50
+60
+70

[illegible] 20 X 2[illegible] DIVISIONS PER INCH. 150 X 200 DIVISIONS. CLEARPRINT CHARTS PRINTED IN U.S.A. ON CLEARPRINT [illegible]

Figure 2

WILLOW CREEK
Alternative 'B'


WATER WAY OPENING
40 Ft.
Proposed 1½:1 end Slope
Proposed 1½:1 End Slope
Centerline
15' RIGHT
DESIGN HIGHWATER 2637.0 Ft.
WATERWAY AREA
245 Ft²
45
40
35
30
25
70
+80
+90
10100
+10
+20
+30
+40
+50
+60

CLEARPRINT PAPER CO. [illegible] DIVISIONS PER INCH 150 X 200 DIVISIONS

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

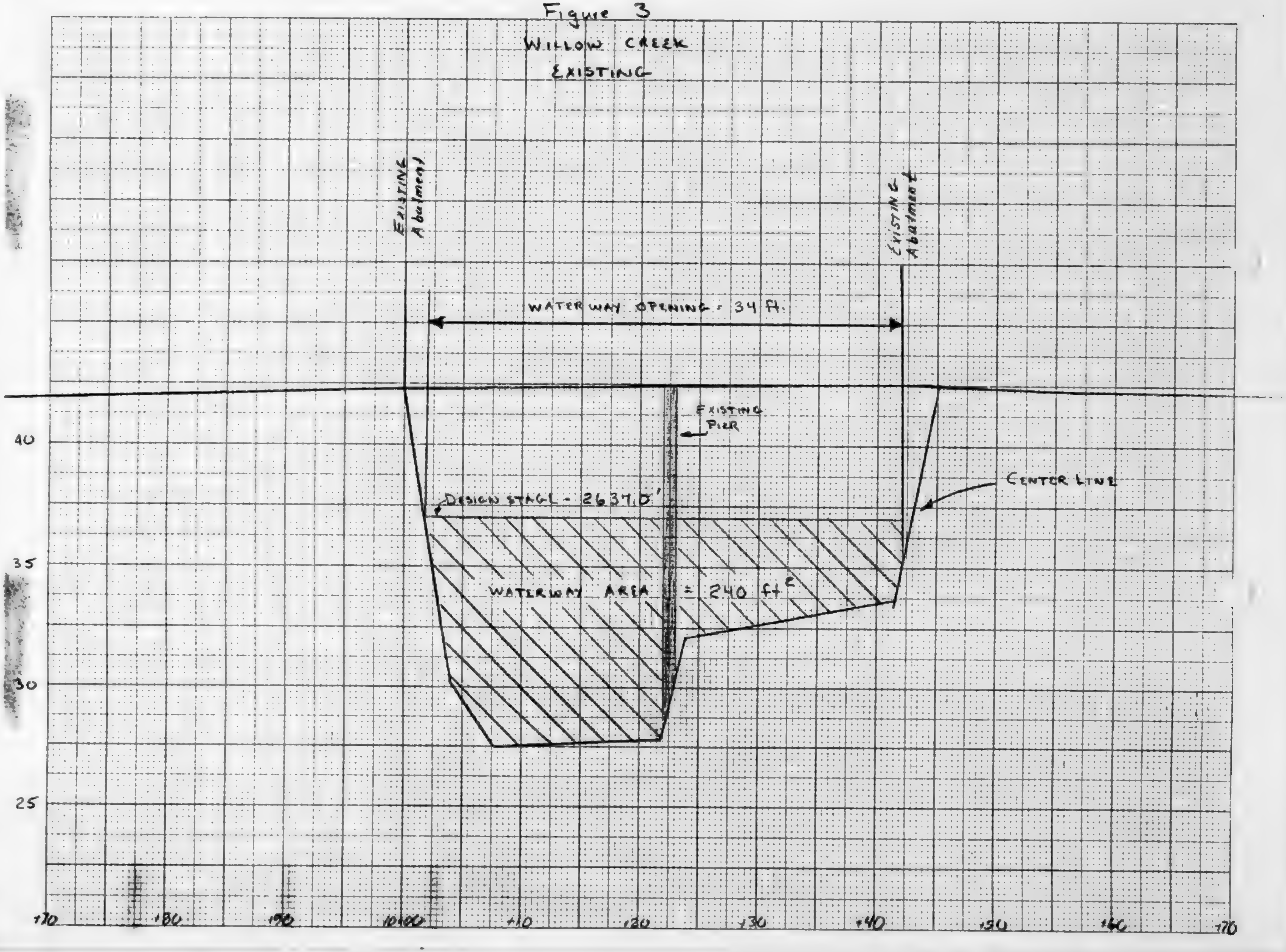


Figure 3
WILLOW CREEK
EXISTING

EXISTING Abutment
EXISTING Abutment
WATER WAY OPENING = 34 ft.
EXISTING PIER
CENTER LINE
DESIGN STAGE - 2637.0'
WATERWAY AREA = 240 ft²
40
35
30
25
+70
+80
+90
10+00
+10
+20
+30
+40
+50
+60
+70

# HYDRAULIC DATA

| | | DESIGN FLOOD | BASE FLOOD | Overtopping | MAXIMUM FLOOD YEAR (        ) |
|---|---|---|---|---|---|
| Discharge | cfs | 2190 | 3320 | 4450 | |
| | $m^3/s$ | | | | |
| Frequency —yrs. | | 25 | 100 | 330 | |
| H.W. Elevation Natural Channel | ft. | 2637.0 | 2639.1 | 2640.8 | |
| | m. | | | | |
| Backwater Elevation | ft. | 2637.1 | 2639.4 | 2642.9 | |
| | m. | | | | |
| Average Velocity | fps | 9.0 | 10.5 | 12.0 | |
| | mps | | | | |
| Headwater Elevation | ft. | | | | |
| | m. | | | | |
| Tailwater Elevation | ft. | | | | |
| | m. | | | | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Vertical Abutments Alt. 'A'

## OREGON DEPT. OF TRANSPORTATION
### HYDRAULICS UNIT

Willow Creek (Tomasello) Bridge
Logan Road
Malheur County

COMPILED BY: Barb Hopewell

DATE: 4-4-85

# HYDRAULIC DATA

| | | DESIGN FLOOD | BASE FLOOD | Overtopping | MAXIMUM FLOOD YEAR (  ) |
|---|---|---|---|---|---|
| Discharge | cfs | 2190 | 3320 | 4450 | |
| | $m^3/s$ | | | | |
| Frequency — yrs. | | 25 | 100 | 330 | |
| H.W. Elevation Natural Channel | ft. | 2637.0 | 2639.1 | 2640.8 | |
| | m. | | | | |
| Backwater Elevation | ft. | 2637.2 | 2639.4 | 2642.9 | |
| | m. | | | | |
| Average Velocity | fps | 9.0 | 10.0 | 12.0 | |
| | mps | | | | |
| Headwater Elevation | ft. | | | | |
| | m. | | | | |
| Tailwater Elevation | ft. | | | | |
| | m. | | | | |

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Spillthrough Alt. 'B'

## OREGON DEPT. OF TRANSPORTATION
### HYDRAULICS UNIT

Willow Creek (Tomasello) Bridge
Logan Road
Malheur County

COMPILED BY: Barb Hopewell

DATE: 4-4-85

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Pool
Location Engineer

DATE: March 4, 1985

SUBJECT: Willow Creek (Tomasello) Bridge Section
County Road No. 605, Br. # 45C118
HBR-OFF System Project
Malheur County

Enclosed is a copy of a letter received from the Malheur County Court requesting the detour be eliminated for the above subject project. Alternative routes are available, eliminating the need of a detour.

Also,please note the Court is requesting the structure be completed by August 15, 1985.

Please take the necessary steps to implement their request.

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

Trout P

Local Programs

RCL/lm

Enc.

cc: Duane Christensen
Walt Hart
Gary Potter ✓
Barry Hatcher

**The County of Malheur**

**Office of the County Court**

**COURTHOUSE**

(503) 473-3123

P.O. BOX 130
VALE, OREGON 97918

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA MAR 04 1985 ☐

RECEIVED
REGION 5 OFFICE

February 21, 1985

Barry Hatcher
Highway Division
802 E. Idaho Avenue
Ontario, Oregon 97914

Re: Willow Creek (Tomasello) Bridge

Dear Barry:

The Malheur County Court feels that a detour is not needed at this bridge. There is a very low volume of traffic and there are alternative routes to get to the other side of Willow Creek.

The County Court would also like to ask for a completion date of August 15, 1985.

Sincerely,

MALHEUR COUNTY COURT

E. M. Seuell

E. M. Seuell
Malheur County Judge

EMS:lp

Cy Christensen
Pool
Hart
Potter ✓

RECEIVED

FEB 22 1985
OFFICE OF PROJECT MANAGER
ONTARIO, OREGON
☐ ☑
A.P.M.

10,110

Willow Creek (Tomasello) Bridge
County Road No. 605

Malheur County
February, 1985

# LOCATION NARRATIVE REPORT

## GENERAL

This project is to replace a functionally obsolete timber bridge over Willow Creek with a modern precast concrete member structure. The site is located about 1 1/2 miles northwest of Brogan, this being approximately 1/2 mile north of the John Day Highway on County Road No. 605 which is known as Logan Road.

Willow Creek, at this point, has cut quite a deep channel through the surrounding agricultural fields. The channel bottom now appears to be fairly stable.

True elevations were used for preparation of the vicinity map. Control was obtained from a bench mark on the John Day Highway.

## TYPICAL SECTION

The typical section calls for 12" of pit run native gravels with a 4" crushed aggregate base running surface. Finished top width will be 24 feet.

## ALIGNMENT

Existing horizontal and vertical alignment at the structure site are good--no changes are recommended.

## EARTHWORK

A small amount of grading will be required for a short distance each side of the structure for widening and excavation for the pit run base. There should be a minor amount of excess material which can be utilized in the guard rail flares or approach construction.

## DRAINAGE

No drainage facilities exist within the project limits. The surrounding area is fairly level and any runoff stands or drains into the creek.

## MATERIAL SOURCES

The pit run base material can come from local County-owned or controlled borrow sources. No permits will be required as the total estimated quantity is under 400 cubic yards.

The crushed aggregate will have to come from a commercial source. One is located in Vale that has produced satisfactory material for other projects. The specs for this material should be fairly loose so we don't have to get qualifying samples and run tests on such a small quantity (100+ cubic yards). Size should be 1"-0 or 3/4"-0.

Any water needed could come out of Willow Creek or from nearby irrigation wells.

Poured-in-place concrete will have to come from commercial sources located in Ontario or Nyssa.

Riprap, if needed, can be obtained from a private source located in Brogan Canyon. This would be less than a 10-mile haul. We have not shown any on the estimate, as the banks are almost vertical and the channel is narrow. Rock gabion baskets may be more practical if bank protection is required. No riprap is currently in place. A falling-down wingwall and wooden bulkheads make up the present protection (see photos).

## UTILITIES

An overhead power line runs parallel with the road about 18 feet from centerline on the east side. This should not be in conflict with the new construction if care is exercised with work requiring a crane.

## IRRIGATION FACILITIES

Several pipes, ditches and other irrigation appurtenances occupy the immediate work area. Service to these must be maintained if work is done during the irrigation season. We have included an anticipated item for replacing the 8" steel pipe crossing the old bridge. With the added length of the new bridge, some anchor devices or hangers may have to be cast into the east exterior slab to support this pipe. The 6" steel pipe crossing the road south of the bridge could probably remain in place if care is taken in the roadway excavation. Exact location and elevations of these pipes was impractical to obtain at the time of survey due to depth of snow and ground frost.

## TRAFFIC CONTROL

Originally, a detour was planned at the site to carry traffic. Upon investigation, it was determined that only one landowner would be affected by closing the road. In discussing this with the landowner, he indicated that an alternate route was available for his equipment, but he did request that the new bridge be opened by August 15th so that the harvest trucks may use it.

## STRUCTURE

A 24'x55' precast, prestressed concrete slab simple span bridge is proposed to be the replacement structure. We have left the new deck elevation the same as the old, being there is no history of major flooding at the site. The proposed 24 foot width is adequate as there is no through traffic on this road and local use is light except at harvest time.

## GUARDRAIL

A nearby field approach at the N.W. corner of the bridge will make the use of radius rail necessary. At the S.E. corner of the new bridge, we propose installing 25' of Type 3 rail only because of another field approach. The other two runs can be of standard type and lengths.

## SUMMARY

The cost estimate on this project is based on the latest figures available from our Cost Analysis Section. Total construction cost is estimated at slightly under $127,000.00 This is in line with the programmed estimate of $133,000.00

Another source of any information not covered in this report would be: Virgil Maupin, Malheur County Roadmaster--phone 473-3191.

B.N. Hatcher
B.N. Hatcher
Project Manager

February 12, 1985

# SUMMARY-BID SCHEDULE-COST ESTIMATE

## OREGON STATE HIGHWAY DIVISION

| | | | | | |
|---|---|---|---|---|---|
| **SECTION**<br>Willow Creek (Tomasello) Bridge | | **COUNTY**<br>Malheur | | **SHEET** 1 | **OF** 1 |
| **KIND OF WORK**<br>Bridge Construction | **KEY NUMBER** | **LENGTH**<br>55' | **DATE**<br>1-28-85 | **NAME**<br>B.N. Hatcher | |

| NO | ITEM | CODE | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| 1 | Mobilization | | Lmp Sum | All | 10% | [illegible]<br>$~~8,000~~.00 |
| 2 | Temp. Protect. & Dir. of Traffic | | Lmp Sum | All | 3% | [illegible]<br>2,400.00 |
| 3 | Temporary Signs | | Sq ft | 77 | $ 8.00 | 616.00 |
| 4 | Temporary Barricades | | Each | 6 | 75.00 | 450.00 |
| | Roadwork | | | | | |
| 5 | General Excavation | | Cu Yd | 470 | 6.50 | 3,055.00 |
| 6 | Pit Run Base | | ~~Cu Yd~~<br>[illegible] | ~~360~~<br>535 | 11.00 | 5,885<br>~~3,960.00~~ |
| 7 | Aggregate Base | | ~~Cu Yd~~<br>Ton | ~~105~~<br>155 | 12.00 | ~~1,260.00~~<br>1,860 |
| 8 | Guard Rail Type 2A | | Lin Ft | ~~50~~<br>75 | 12.00 | ~~600.00~~<br>900 |
| 9 | Guard Rail Type 3 | | Lin Ft | ~~87.5~~<br>112.5 | 30.00 | ~~2,625.00~~<br>3,375 |
| 10 | Guard Rail Anchors Type 1 | | Each | 4 | 350.00 | 1,400.00 |
| 11 | Guard Rail End Pieces Type C | | Each | 4 | 90.00 | 360.00 |
| | Structure | | | | | |
| 12 | Bridge Removal Work | | Lmp Sum | All | 3960.00 | 3,960.00 |
| 13 | Structure 55'x24' | | Sq Ft | 1,320 | 46.00 | 60,720.00 |
| | Anticipated Item | | | | | |
| 14 | Relocate 8"Dia. St. L. Irrigation Pipe | | Lmp Sum | All | 1000.00 | 1,000.00 |
| | | | | Sub-Total | | 90,406.00 |
| | Engineering & Contingencies add ~~10%~~ 20% | | | | | 18,800<br>~~36,162.00~~ |
| | | | | | | 113,541<br>~~126,568.00~~ |
| | | | | | | |
| | | | | | | |
| | | | | | | |

734-1736 (REV. 2-84)

# LOCATION DESIGN

## ASSIGNMENT SHEET and PROJECT DIARY

**Section** Willow Cr. (Tomasello) Br. **Highway** Co. Rd. **County** Malheur

**Assigned By** A. Hansen **Designer** A. Dean **Date** 2-26-85

**Directions** Review

**Narrative By Designer** This project replaces an existing timber structure with a 24'x55' Prestressed concrete structure.

The typical section calls for 12" of Pit Run material and 4" of either 3/4"-0 or 1"-0 crushed aggregate. Finished width is to be 24'

Since only one landowner will be affected by the closure of the bridge, plans for a detour was dropped. The Project Manager, in talking to the owner, found that he had an alternate route for his equipment. The owners only fear was that the bridge would not be open in time for harvest and requested that an effort be made to have it open by August 15.

Some form of slope protection has been indicated for this project, with gabions being suggested as a good alternate. Hydraulics Section (Dave Bryson) does not think it would be necessary, within project limits, depending on the bridge abutments used. Since Bridge Section had not received any information on it, he (Kamal Kamadeli) could make no determination what they would use. He suggested nothing be done with it until his people could get together with Hydraulics Section. At that time Some decision could be made about what would be needed.

To complete the Vicinity-Detail Map it was necessary to add construction details.

In going through the cost estimate I found that the unit of measure for pit run base and crushed aggregate was in cubic Yards and the unit cost was for tons. This was corrected and verified with Cost Analysis. Also the percentage for engineering and contingencies was dropped from 40% to 20%.

After corrections were made, the cost for the project is $113,341. Original funding is $133,000.

10,110 [illegible] 17-1

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2300(9) Willow Cr.

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-24-84

4. PROGRAM NO.

5. ITEM NO. 50024

2A. COUNTY NAME Malheur

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-84

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

WILLOW CREEK (TOMASELLO) BRIDGE #45C118605C00060

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $30,000; Federal Funds $24,000.

13. REMARKS

As requested by Mr. Potter's PEA dated October 8, 1984, subject to FHWA field review.

RECEIVED
STATE HWY ENGR

OCT 25 '84

REFER TO
Potter

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 10/24/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 16, 1984

PRO

The Honorable E.M. Sevell
Judge, Malheur County Court
Courthouse
251 B Street W.
Vale, Oregon 97918

Subject: Willow Cr. (Tomasello) Br.
Project BROS-2300(9)
Malheur County

Dear Judge Sevell,

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8230 the County should submit an advance deposit for its share of the preliminary engineering cost.

| | |
|---|---|
| Estimate P.E. Cost | $ 30,000 |
| Less Free Bridge Design & Specs. | (6,000) |
| Less Federal Funds (80%) | (19,200) |
| County's Share (20%) | $ 4,800 |
| County's Share and Advance Deposit | $ 4,800 |

Please submit your advance deposit in the amount of $4,800 so that work may begin on the project. You may use one of the three options described in the attachments.

Very truly yours,

ck.
Received
11-8-84
MKS

Gary A. Potter, Manager
Program Section

MKS:DKD
Attachments
bcc: w/AD #84-110 ✓
Roger Lang, Region 5
V.E. Skoog - Please return completed AD #84-110 when advance deposit is received.

17,113

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRAN[illegible]ORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. FED. | ROUTE NO. STATE |
|---|---|---|---|---|---|
| Co. Rd., 0.3 mi. N. of Brogan<br>"Willow Cr. (Tomasello) Bridge" | 114 | 50024 | BROS-2300(9) | NON | Co. Rd. |

Access Control NONE Parking Restrictions NONE System Revision NONE

Airports (within 2 Mi.) NONE ROW 60'

Water Development NONE Recreation & Historical Areas NONE

County Malheur Code 045 Imp. Code 09

A-95 Review:

State Cl. Ho. ......... Exempt X Date Approved ____

Dist. ____ Cl. Ho. ..... Exempt X Date Approved ____ No Reply ____

Project Environmental Categorical ~~Assessment~~: FHWA Concurrence Dated 9-5-84

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) Included in National Bridge Inventory No. 45C118-605C-00060 with SR 23.3.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

| | |
|---|---|
| TEC NTE | $ 30,000 |
| (80.0%) FF | $ 24,000 |
| STATE | $ 1,200 |
| CO. | $ 4,800 |

For PR-37:

Field Phase $ ____
PS&E Phase $ ____

REMARKS:
Attached data consists of Parts 1, 2, & 4 of the Project Prospectus and project map.

DDB:me Key No. 01913

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 10-8-84 | ORIGINAL SIGNED BY<br>GARY A. POTTER<br>Gary A. Potter | Manager, Program Section |

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

MALHUER Co

SEE INSTRUCTIONS ON REVERSE

| | |
|---|---|
| KEY ID# | 01913 |
| REGION | 5 |

SECTION Willow Creek(Tomasello)Bridge #45C118

Co. Rd. 605

## SURVEY AUTHORITY

| AUTHORIZATION NO. | PREFIX | DATE |
|---|---|---|
| 1 | | 7/30/84 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 7000. | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 300 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 800 | 935 SOILS | | 4000 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | 1000 | 1000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | 1500 | 1500 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | 1,000 | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 1200 | 950 TRAINING | | 0 |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 6000. | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 400 | 927 FREE BRIDGE DESIGN | | 5000 | 929 Free specs | 1,000 | 1000 |
| 914 REGION UTILITY LIAISON | | 400 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 30,000 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes.
This project is 100% local match funds.

8-23-84
ch.

On HIP

| | | | |
|---|---|---|---|
| PREPARED BY Roger C. Long | DATE 7/31/84 | APPROVED ASST HIGHWAY ENGINEER FOR OPERATIONS X | DATE |
| RECOMMENDED, REGION ENGINEER X | DATE 7/31/84 | APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE |
| RECOMMENDED, LOCATION ENGINEER | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

In Reply Refer to
File No.

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

September 13, 1984

The Honorable E. M. Seuell
Judge, Malheur County Court
251 B Street W
Vale, Oregon 97918

Dear Judge Seuell:

Re: Willow Creek (Tomasello) Br.Sec.
Bridge # 45C113
HBR-OS Project

In accordance with the terms of the Highway Bridge Replacement Program (HBR) Working Agreement and The Oregon Action Plan for Transportation, your agency is responsible for citizen involvement, environmental concerns, and public hearings if required.

Enclosed is a copy of the Project Environmental Classification showing Federal Highway Administration concurrence of Class II, Categorical Exclusion for the above subject project which will require minimal or no action.

Please file and retain this document in your permanent project file. Do not hesitate to contact me if you have any questions.

Sincerely,

Roger C. Lang by lm
Roger C. Lang
Region Federal Aid Specialist

RCL/lm

Enc.

cc: Gary A. Potter ✓
Barry Hatcher

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 17 1984
REFER TO Shultz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ✓ FILE ___

MALHEUR

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

KEY ID# 01913

REGION 5

SECTION Willow Creek(Tomasello)Bridge #45C118

C.R. 665

## SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 223-1910

DATE 7/30/84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 7000. | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 300 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 800 | 935 SOILS | | 4,000 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 1,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 1,500 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICATIONS | | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 1,200 | 950 TRAINING | | 0 |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 6000. | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 400 | 927 FREE BRIDGE DESIGN | | 5,000 | 929 Free Br. Specs. | | 1,000 |
| 914 REGION UTILITY LIAISON | | 400 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 30,000 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS-[illegible]

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes.

This project is 100% local match funds.

**PROGRAM SECTION**

MANAGER ...... RESOURCE UNIT ......

FA UNIT ...... PROGRAM UNIT ......

NOV 5 1984

REFER TO

R/D ____ ACT ____ REPLY ____

DISC ____ INFO ____ FILE ____

On HIP

| | | | |
|---|---|---|---|
| PREPARED BY<br>Roger C Lang | DATE<br>7/31/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>9/12/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>7/31/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE<br>9-12-84 |
| RECOMMENDED, LOCATION ENGINEER<br>X Frank E. [illegible] | DATE<br>7/11/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>10-19-84 | |

734-1914 (7-82)

[illegible]

[illegible]

September 4, 1984

Malheur County Court
PO Drawer C
Vale, OR 97918

AGR 4-2

Attention: Robert L. Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 822

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Willow Creek (Tomasello) Bridge #45C118.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

15,112

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ENV 3

August 16, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Willow Cr. (Tomasello) Br. #45C118
County Road 605
Malheur County
BROS-2300(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Eb Engeling
for Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachments (4)

[illegible]

9/5/84
[illegible] Date
[illegible]

ENVIRONMENTAL SECTION
September 6, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt
Don Keyes (8)

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 07 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Form 734-3122

# PROJECT PROSPECTUS

## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

**SEE INSTRUCTIONS ON REVERSE**

**KEY ID #** 01913

**SECTION** Willow Creek (Tomasello) Bridge

**REGION** 5

**ESTIMATED RIGHT-OF-WAY IMPACTS**

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

**ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN**

None. Bridge replacement only; nearby agricultural lands will not be adversely affected by the temporary construction easement. The project is consistent with the Malheur County Comprehensive Plan.

**ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY**

Traffic volumes and flow patterns will not be affected by the project. Safety will be improved as the existing structure is deteriorated, requiring temporary repairs to keep it in service.

**ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES**

Little or no adverse impact is anticipated due to lack of in-stream bents and little summer stream flows. An adjacent irrigation ditch and pipe (it is attached to the existing bridge) will have to remain in operation during construction.

**ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES**

None.

**PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES**

None.

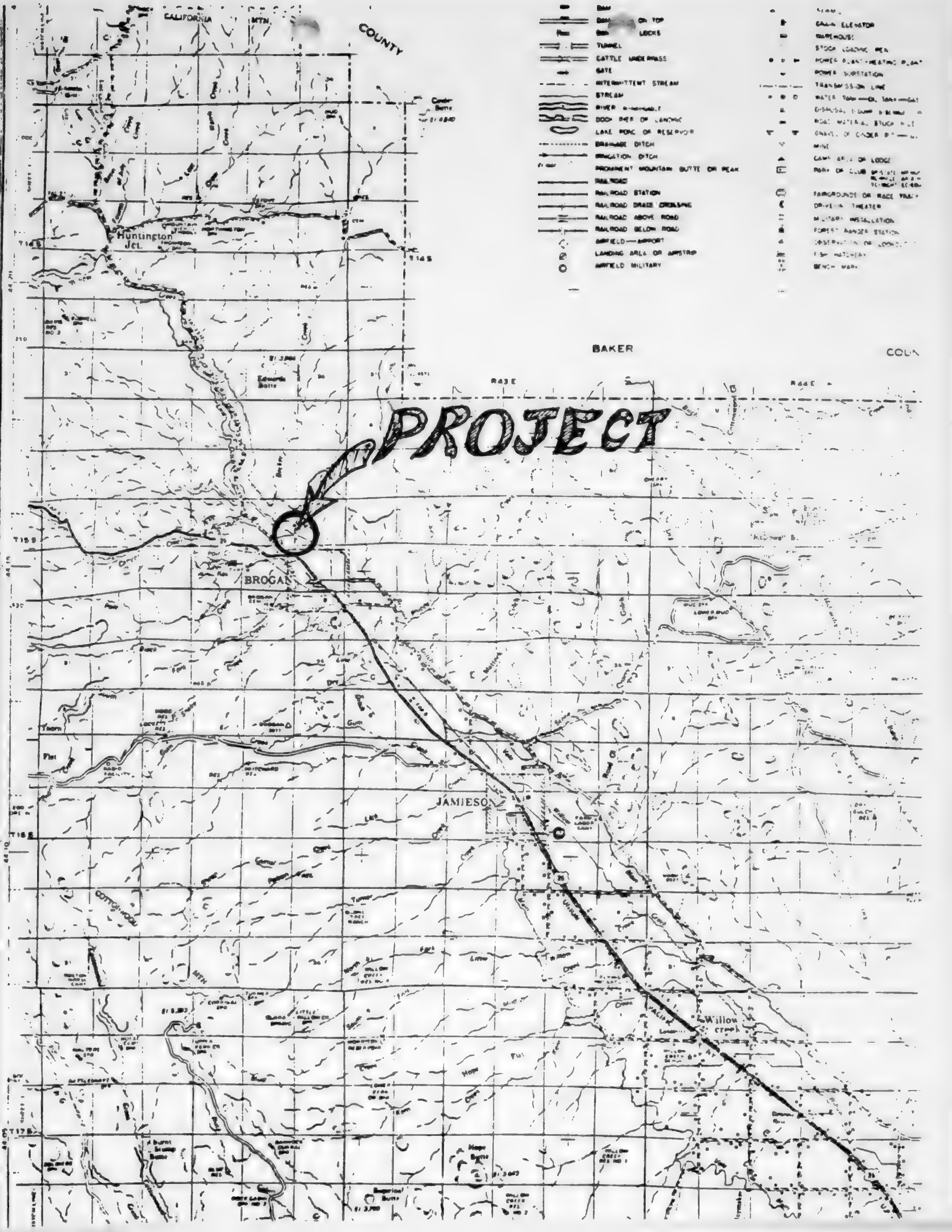
**RECOMMENDED PROJECT CLASSIFICATION**

- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human and physical impacts are anticipated

**OTHER DOCUMENTATION**

| | | |
|---|---|---|
| **PREPARED BY** | **TELEPHONE NUMBER** | **FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE** |
| X John Preston | 963-3177 | SEP 05 1984 |


CALIFORNIA
MTN
COUNTY
Huntington Jct.
T14S
BAKER
COUN
R43E
R44E
PROJECT
T15S
BROGAN
JAMIESON
T16S
Willow Creek
T17S
DAM
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN BUTTE OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIRFIELD—AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD MILITARY
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER SUBSTATION
TRANSMISSION LINE
MINE
CAMP AREA OR LODGE
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST RANGER STATION
BENCH MARK

10,110

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: August 9, 1984

Michael K Shultz

FROM: Mike Shultz
Rural Program Coordinator

SUBJECT: Willow Cr. (Tomasello) Br. #45C118

The subject project was approved by H. S. Coulter May 7, 1984 in the Highway Bridge Replacement Program through 1987. The subject project is shown as a 1985 Off-Systems local project.

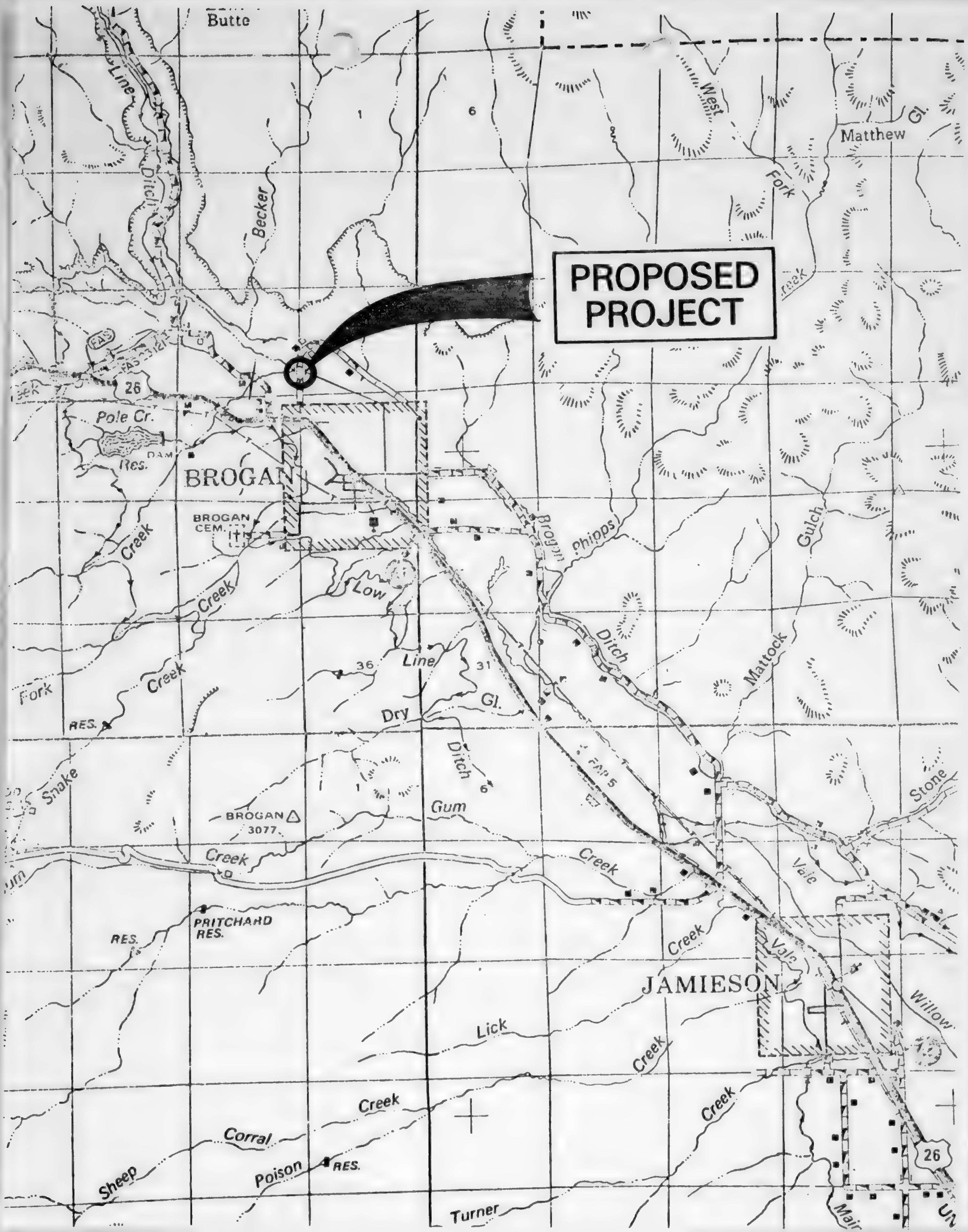
The County will attempt to obtain donation right-of-way. Preliminary and Construction Engineering will be provided by the State. The State will provide a Bridge Design Plan and Specification at no cost to the County under ORS 366.155(k). Enclosed are the Project Prospectus forms for distribution.

MKS:pf
Attachment

cc: Hank Wakerlig - Please add to PCS.
Wayne F. Cobine - Please program with FHWA.
F. E. Terpin
J. B. Boyd
Don Aman
George Strawn
L. E. George, w/attach.
W. J. Hart, w/attach.
Cam Gilmour, w/attach.
R. Trygstad, w/attach.
Don Adams, w/attach.
Ron Noble, w/attach.
Steve Macnab, w/attach.
R. D. Hector, Region 5
Roger Lang, Region 5

CNA # 8230
8 13 84 EM

Contains Recycled Materials


PROPOSED PROJECT
Butte
Line
Ditch
Becker
West Fork
Matthew Gl.
Creek
26
Pole Cr.
DAM
Res.
BROGAN
BROGAN CEM.
Creek
Creek
Low
Brogan
Phipps
Ditch
Gulch
Mattock
Line
Fork
Creek
36
31
Dry
Gl.
RES.
Ditch
Snake
FAP 5
6
Gum
BROGAN
3077
Creek
Creek
Stone
Vale
PRITCHARD RES.
RES.
Creek
Vale
JAMIESON
Willow
Lick
Creek
Creek
Creek
Corral
Sheep
Poison
RES.
Turner
26

IC 110

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

**SEE INSTRUCTIONS ON REVERSE** 5

KEY ID # 01913

REGION 5

SECTION Willow Creek(Tomasello)Bridge #45C118 7-31-84

| | | | |
|---|---|---|---|
| STATE HIGHWAY # County Rd. 605 | HIGHWAY NAME | MILE POST FROM TO | LENGTH 0.15mi.± |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY Malheur | ROAD/STREET NAME C.R. 605 |
| ROUTE # | FEDERAL AID # n/a | APPLICANT (IF OTHER THAN STATE) Malheur County | |

| COST ESTIMATES (000's) | | | PROJECT DATA | | | RIGHT OF WAY | | |
|---|---|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING | | $ 30 | GRADING | (✓) | X | FILES | (#) | 0 |
| RIGHT OF WAY | | $ 0 | PAVING | (✓) | | ACRES | (#) | 0 |
| ROADWAY | $ 30 | | STRUCTURES | (✓) | X | RELOCATIONS | (#) | 2 |
| STRUCTURES | $ 65 | | SIGNING | (✓) | | WORK BY STATE/CONSULTANT/APPLICANT | | |
| SIGNALS | $ | | SIGNALS | (✓) | | PRELIMINARY ENGINEERING | (S,C,A) | S |
| ILLUMINATION | $ | | ILLUMINATION | (✓) | | CONSTRUCTION ENGINEERING | (S,C,A) | S |
| TEMPORARY PROTECTION | $ 2 | | | | | RIGHT OF WAY DESCRIPTIONS | (S,C,A) | A |
| | $ | | ENVIRONMENTAL CLASS | (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS | (S,C,A) | A |
| 40% ENGINEERING & CONTINGENCIES | $ 36 | | DESIGN CATEGORY | (1-7) | 7 | CONSTRUCTION BY | | |
| TOTAL CONSTRUCTION | | $ 133 | WORK TYPE | (1-12) | 5 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | | ☐ OTHER |
| TOTAL ESTIMATE | | $ 163 | | | | | | |

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85 | RECOMMENDED FUNDING SOURCE HBR-05 | RECOMMENDED PROGRAM YEAR FY '85 |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 50-75 | |
| YEAR OF AVERAGE DAILY TRAFFIC | Est.1983 | |

DEFINE THE PROBLEM
Southerly abutment of structure failed. Temporary repairs made to keep structure in service. Structure identified as deficient on National Inventory.

PROPOSED SOLUTION
Replace structure with prestressed reinforced concrete structure.

| | | | | |
|---|---|---|---|---|
| REQUESTED, REGION ENGINEER X | DATE 7/31/84 | | | |
| APPROVED, ASST HWY ENG FOR OPERATIONS X | DATE | | | |
| APPROVED, ASST HWY ENG FOR ADMINISTRATION X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

734-1911 (7-82)

# PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 01913

SECTION Willow Creek(Tomasello)Bridge #45C118

REGION 5

## PROJECT JUSTIFICATION

Existing structure has failed. Temporary repairs made to southerly end bent to keep the structure in service. This bridge provides the only access to large feed lot and ranch. Replacement of this structure is a high priority of the County Court. This structure is identified on the National Inventory of Deficient Structures, sufficiency rating is 23.3, and has been identified by the Bridge Selection Committee for funding in FY '85.

A detour over Willow Creek will be required during construction. Donation R/W is expected.

This project is consistent with the Court's established goal of replacing substandard bridges on the County Road system.

## ADMINISTRATION RECOMMENDATION

# PROJECT ROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 01913

SECTION Willow Creek (Tomasello)Bridge #45C118

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | A | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | N | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | S | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | S | BORROW SOURCE | S | CORPS OF ENGINEERS | S | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | S | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | S |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | S | STATE LANDS | S | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | S | NOISE STUDY | N |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#)   NEW (#) | |
| | | | | | | UTILITIES | | (LIST BELOW) | |

COMPANIES
Idaho Power
Irrigation

RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | S | EASEMENTS (#) | 1 | ACCESS CONTROL (Y/N) | N |

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

## TYPICAL SECTION

### EXISTING

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 10 | × | 10 | | | | | | | |
| | | | | | | | 24 | | 24 | | (Gravel surface) | | | | | |

### PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| Widen | 14"(select pit run) | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 55 | 24 | $65,000. | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

Malheur Co N

# PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

MALHEUR

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01913

SECTION Willow Creek(Tomasello)Bridge #45C118

REGION 5

Co. Rd. 605

## SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 223-1910

DATE 7/30/84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 7000. | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ 300 |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 800 | 935 SOILS | | 4,000 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 1,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | 1,500 |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | 1,000 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | 1,200 | 950 TRAINING | | 0 |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | 6000. | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 400 | 927 FREE BRIDGE DESIGN | | 5,000 | 929 Free Br. Specs. | | 1,000 |
| 914 REGION UTIL-ITY LIAISON | | 400 | 932 RAILROAD & UTILITIES | | | | | |

| | | |
|---|---|---|
| TOTALS | $ | $ 30,000 |
| PREVIOUS AUTHORIZATION | | $ |
| ADD. AUTH. REQUIRED | | $ |

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER [illegible]

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes.
This project is 100% local match funds.

1 Versteeg ✓
Anderson
C.Y. Adams
C.Y. Bucino
2 ~~Edwards~~ RK
Terpin
3 Trout
Wakerlig

RECEIVED
NOV 5 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

On HIP

| | | | |
|---|---|---|---|
| PREPARED BY<br>Roger C. Lang | DATE<br>7/31/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>9/13/84 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE<br>7/31/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE<br>9-12-84 |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE<br>7/11/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>10-19-84 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01913

SECTION: Willow Creek(Tomasello)Bridge #45C118

REGION 5

|  |  |  |  |
|---|---|---|---|
| STATE HIGHWAY # County Rd. 605 | HIGHWAY NAME | MILE POST FROM TO | LENGTH 0.15mi.± |
| ☐ URBAN<br>☒ RURAL | CITY | COUNTY Malheur | ROAD.STREET NAME C.R. 605 |
| ROUTE # | FEDERAL AID # n/a | APPLICANT (IF OTHER THAN STATE) Malheur County |  |

| COST ESTIMATES (000's) |  |  | PROJECT DATA |  | RIGHT OF WAY |  |
|---|---|---|---|---|---|---|
| PRELIMINARY ENGINEERING |  | $ 30 | GRADING (✓) | X | FILES (#) | 0 |
| RIGHT OF WAY |  | $ 0 | PAVING (✓) |  | ACRES (#) | 0 |
| ROADWAY | $ 30 |  | STRUCTURES (✓) | X | RELOCATIONS (#) | 2 |
| STRUCTURES | $ 61 ~~65~~ |  | SIGNING (✓) |  | WORK BY STATE/CONSULTANT/APPLICANT |  |
| SIGNALS | $ |  | SIGNALS (✓) |  | PRELIMINARY ENGINEERING (S,C,A) | S |
| ILLUMINATION | $ |  | ILLUMINATION (✓) |  | CONSTRUCTION ENGINEERING (S,C,A) | S |
| TEMPORARY PROTECTION | $ 2 |  |  |  | RIGHT OF WAY DESCRIPTIONS (S,C,A) | A |
| Remove Exist Str. | $ 6 |  | ENVIRONMENTAL CLASS (1,2,3) | 2 | RIGHT OF WAY ACQUISITIONS (S,C,A) | A |
| 40% ENGINEERING & CONTINGENCIES | $ 36 |  | DESIGN CATEGORY (1-7) | 7 | CONSTRUCTION BY |  |
| TOTAL CONSTRUCTION |  | $ 133 | WORK TYPE (1-12) | 5 | ☒ CONTRACT<br>☐ STATE FORCE<br>☐ CITY FORCE<br>☐ COUNTY FORCE | ☐ OTHER |
| TOTAL ESTIMATE |  | $ 163 |  |  |  |  |

|  |  |  |  |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85 | RECOMMENDED FUNDING SOURCE HBR - [illegible] | RECOMMENDED PROGRAM YEAR FY '85 |

## RECOMMENDED PROGRAM REVISIONS

|  |  |  |  |  |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR | ESTIMATE (000's) $ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR | ESTIMATE (000's) $ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | 2 | 2 |
| STRUCTURES (#) | 1 | 1 |
| SIGNALS (#) |  |  |
| BIKE PATH (Y/N) | N | N |
| AVERAGE DAILY TRAFFIC | 50-75 |  |
| YEAR OF AVERAGE DAILY TRAFFIC | Est.1983 |  |

DEFINE THE PROBLEM

Southerly abutment of structure failed. Temporary repairs made to keep structure in service. Structure identified as deficient on National Inventory.

PROPOSED SOLUTION

Replace structure with prestressed reinforced concrete structure.

REQUESTED, REGION ENGINEER X DATE 7/31/84

APPROVED, ASST HWY ENG FOR OPERATIONS X DATE

APPROVED, ASST HWY ENG FOR ADMINISTRATION X DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

734-1911 (7-82)

# PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01913

SECTION Willow Creek(Tomasello)Bridge #45C118

REGION 5

## PROJECT JUSTIFICATION

Existing structure has failed. Temporary repairs made to southerly end bent to keep the structure in service. This bridge provides the only access to large feed lot and ranch. Replacement of this structure is a high priority of the County Court. This structure is identified on the National Inventory of Deficient Structures, sufficiency rating is 23.3, and has been identified by the Bridge Selection Committee for funding in FY '85.

A detour over Willow Creek will be required during construction. Donation R/W is expected.

This project is consistent with the Court's established goal of replacing substandard bridges on the County Road system.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS
## PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01913

REGION 5

SECTION Willow Creek (Tomasello)Bridge #45C118

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | S | SIGNS (PERMANENT) | A | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | N | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | S | IRRIGATION | S | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | S | BORROW SOURCE | S | CORPS OF ENGINEERS | S | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | S | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | S |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | S | STATE LANDS | S | SECTION 106 | N |
| VICINITY MAP | S | RR PROTECTION | N | LOCAL AGREEMENT | S | GEOLOGY AND MINERALS | S | NOISE STUDY | N |
| SOILS INVESTIGATION | S | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | S | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | NEW (#) |

UTILITIES (LIST BELOW)

COMPANIES
Idaho Power
Irrigation

### RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| 0 | 0 | 0 | 0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | S | EASEMENTS (#) | 1 | ACCESS CONTROL (Y/N) | N | DESIGN SPEED 35 | DESIGN STANDARDS AASHTO |

## TYPICAL SECTION

### EXISTING

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 10 | × | 10 | | | | | | | |
| | | | | | | | 24 | | 24 | | (Gravel surface) | | | | | |

### PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| Widen | 14"(select pit run) | | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | 55 | 24 | 61.000<br>~~$65,000~~. | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Frank E [illegible]
Location Engineer
Date 1/11/84

734-1912 (7-82)

# PROJECT PROSPECTUS
## PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01913

SECTION Willow Creek (Tomasello) Bridge

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE. INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only; nearby agricultural lands will not be adversely affected by the temporary construction easement. The project is consistent with the Malheur County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES. FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will not be affected by the project. Safety will be improved as the existing structure is deteriorated, requiring temporary repairs to keep it in service.

ESTIMATED IMPACT ON RIVERS. STREAMS. WETLANDS. THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact is anticipated due to lack of in-stream bents and little summer stream flows. An adjacent irrigation ditch and pipe (it is attached to the existing bridge) will have to remain in operation during construction.

ESTIMATED IMPACT ON PARKS HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

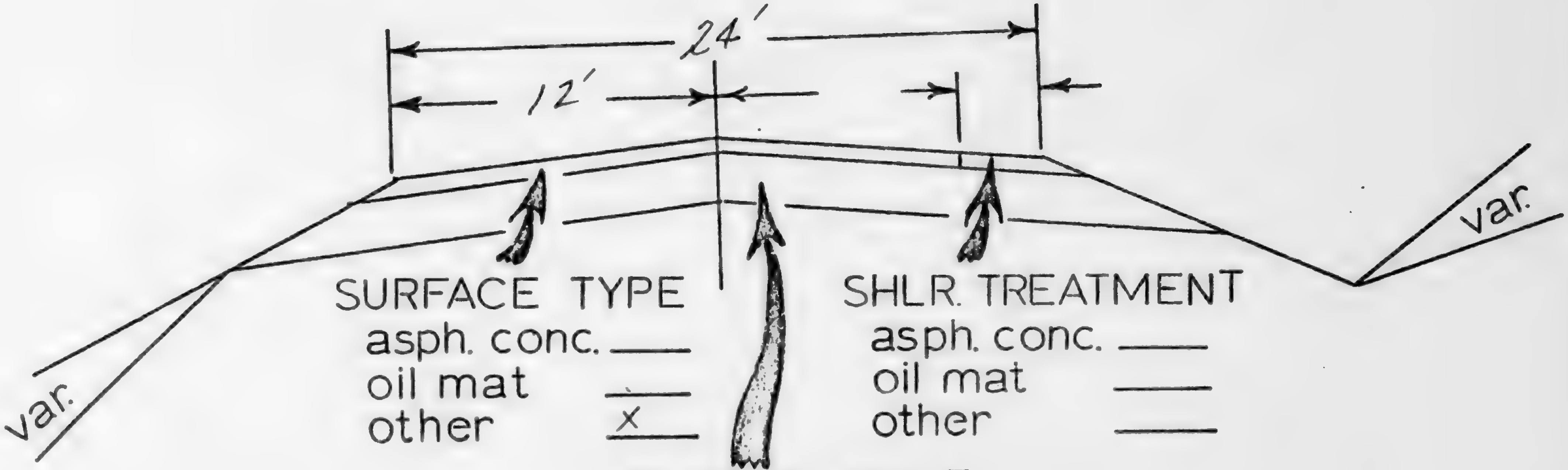
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human and physical impacts are anticipated

OTHER DOCUMENTATION

| PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE |
|---|---|---|
| X John Preston | 963-3177 | SEP 05 1984 |

# PROPOSED
# TYPICAL SECTION

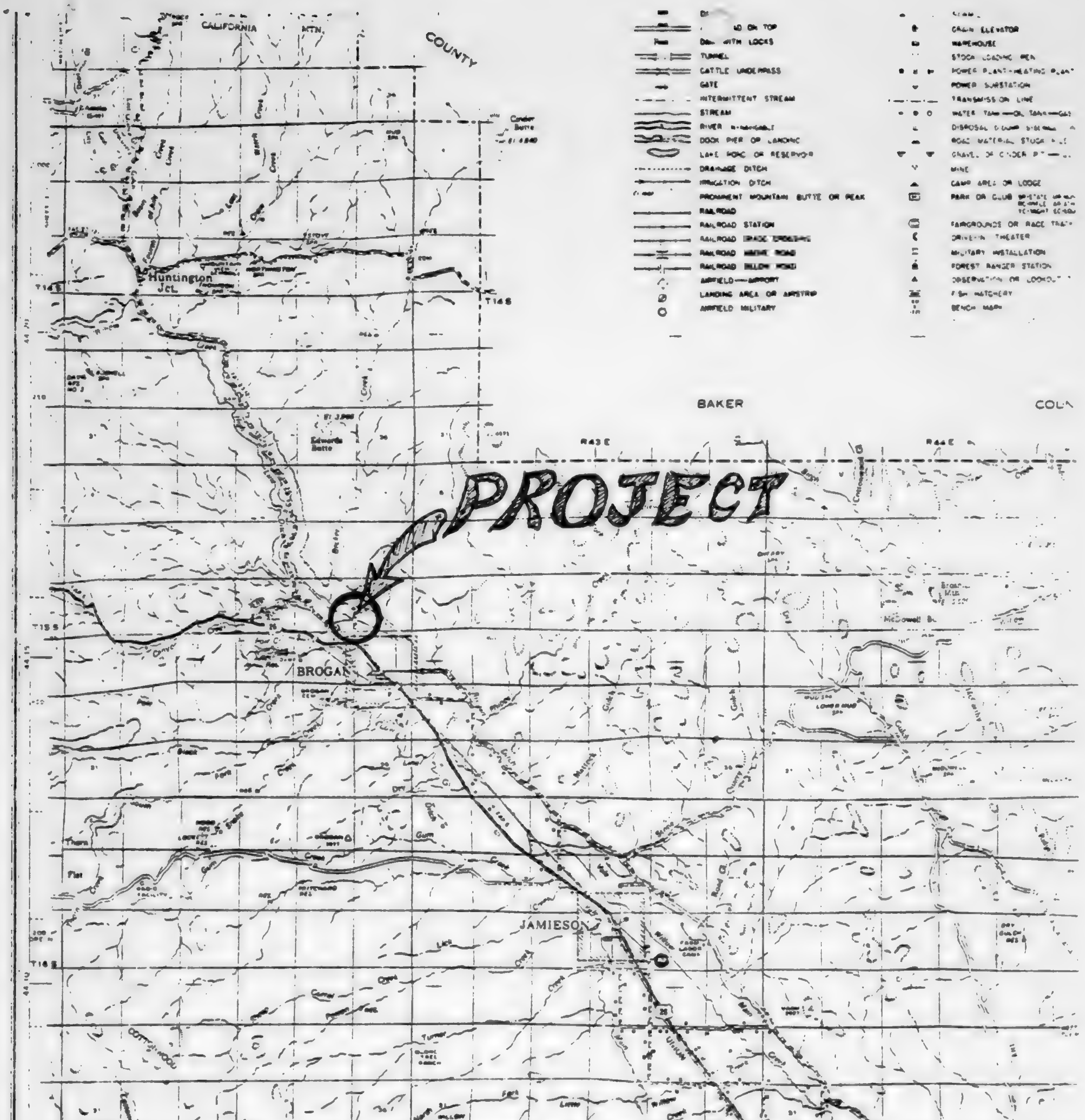


SURFACE TYPE
asph. conc. ____
oil mat ____
other x

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other ____

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN x
CRUSHED AGG'R. ____

Low volume road, grid rolled Pitkan Select surfacing suggested.


PROJECT
CALIFORNIA
MTN.
COUNTY
Huntington Jct.
Cinder Butte
Edwards Butte
BAKER
R43E
R44E
T14S
T15S
T16S
T17S
BROGAN
JAMIESON
Willow creek
McDowell Bu
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
DOCK PIER OR LANDING
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN BUTTE OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIRFIELD—AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD MILITARY
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT-HEATING PLANT
POWER SUBSTATION
TRANSMISSION LINE
DISPOSAL DUMP
ROAD MATERIAL STOCK PILE
GRAVEL OR CINDER PIT
MINE
CAMP AREA OR LODGE
PARK OR CLUB
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT
FISH HATCHERY
BENCH MARK

# FEDERAL AID PROJECT REQUEST

Date July 25 ~~May~~ 9, 1984
Applicant Agency MALHUER COUNTY
Request for: Off-System x , FAS-C ____, FAUS ____ Project HBR x
Federal Aid Route No. – Route Name CR #605
Project Name WILLOW CR. (TOMASELLO) BRIDGE SECTION
Project Length 0.1 Mile ± Project Location (Attach sketch map)
Project Description REMOVE EXISTING TIMBER STRUCTURE, REPLACE WITH PRESTRESSED REINFORCED CONCRETE STRUCTURE OR MOST ECONOMICAL REPLACEMENT STRUCTURE.

Average Daily Traffic 50 - 75 (Est) Design Speed 35 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20'± Travel Lanes 2 Shoulders N/A
Medians NONE Parking NONE
Sidewalks NONE
Remarks EXISTING SURFACE IS COMMON BORROW WITH SOME PIT RUN

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders N/A
Medians NONE Parking NONE
Curbed NO Length Curb Radii N/A
Sidewalk/Bikeway NO, GRAVEL ROAD, REMOTE LOCATION
Remarks RECOMMEND GRID ROLLED PIT RUN SURFACE

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks COUNTY WILL ATTEMPT TO OBTAIN DONATION R/W FOR DETOUR, IF UNSUCCESSFULL COUNTY WILL SEEK REIMBURSEMENT.

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

1913

2. **Proposed Signalization:**

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By APPLICANT

4. **Permanent Striping:**

Include in project or by applicant? N/A

IV. **ILLUMINATION DATA**

1. **Existing Illumination and Location:**

NONE

2. **Proposed Illumination:**

Location NONE

Type

Remarks

V. **STRUCTURE DATA** BR# 45C 118 T15S, R42E, Sec13

1. **Existing Structure:**

Location WILLOW CR. (TOMASELLO)

Type TIMBER

Approach Roadway Width 20 Shoulder Width N/A

Length 48 Width 15$^{\underline{5}}$

To remain in place? NO.

2. **Proposed Structure:**

Location SAME AS ABOVE

Approximate Size: Length 55 Width 24

1913

Are sidewalk/bikeways desired: NO, REMOTE RURAL LOCATION DOES NOT WARRANT COST

Are any utilities to be attached to structure? YES, IRRIGATION PIPE

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? YES, SOIL EROSION AND IRRIGATION SYSTEM

Remarks COUNTY COURT REQUESTS 24 FOOT WIDE STRUCTURE BECAUSE OF LOW VOLUME OF TRAFFIC.

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad______

   Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

   Remarks______

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement HON. E.M. SEUELL, COUNTY JUDGE
   Office
2. Environmental " " " " "
   Office
3. Public Hearing " " " " "
   Office

Remarks MINIMAL ACTION PLAN REQUIREMENTS ARE ANTICIPATED FOR THIS PROJECT.

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes X No_____

If "yes," describe briefly: COUNTY WILL ATTEMPT TO OBTAIN DONATION R/W

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 30,000 |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | 65,000 |
| Railroad | |
| Other 40% ENGINEERING & CONTING. | 38,000 |
| Preliminary engineering | 30,000 |
| PROJECT TOTAL | $ 163,000 |

Remarks COUNTY REQUESTS FREE BRIDGE DESIGN AND SPECIFICATIONS AS DEFINED BY OREGON REVISED STATUTES, REQUEST CONTRACT LETTING MAY 1985.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or MALHEUR COUNTY

By_____ By Judge E M Sewell

By_____ By W. C. Hammack

By Louis J Wettstein

1913

(1976)

1985 Wash. State Line-Linn/Lane 10,111
County Line (Unit 1) Sec. of Pac. Hwy
(Signing)

10/111

jc cc: OSHD (D. Forbe

STATE COPY

US Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Linn, Marion & Clackamas | DIVISION<br>Oregon |
| DATE OF REPORT<br>8/15/88 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>IR-5-4(100)209 |
| COMPLETION DATE (Actual)<br>5/14/87 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>October 19, 1987 | TIME ELAPSED<br>$\frac{473}{475}$ = 99.6 % | CONTRACT TIME<br>360 calendar days plus<br>115 calendar day extension |

LOCATION

On I-5 in Linn, Marion and Clackamas Counties

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## WASHINGTON STATE LINE - LINN/LANE COUNTY LINE (UNIT 1)
## PACIFIC HIGHWAY
## Signing

This project provided for sign replacement and the construction of sign bridges Nos. 16793 and 16794 at the Hayesville Interchange. Unit No. 1 of this project extended from M.P. 203.55 (Linn Co. Line) to M.P. 283.11 (Willamette River) on I-5.

A final inspection of the project work was made on May 28, 1987 at which time the project work was found to be completed in substantial conformance to project plans and specifications. Acceptance of the project is recommended. This report serves to report the final acceptance.

The original contract time for completion of the work was 360 calendar days. A time extension of 115 calendar days was approved for work added at the request of the Highway Division. The project was completed within the extended contract time.

The final cost of the original contract items was $545,666.40, or a 9.8 percent overrun of the original contract amount of $497,122.00. The final cost of the project including all changes and engineering was $752,204.91. A significant part of the overrun of the original contract is the extension of bid items as provided for in Price Agreement No. 3.

All participating work has been completed.

for OC Construction

RECEIVED
STATE HWY ENGR
AUG 25 '88
REFER TO

- DBC -

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>David B Carter | | SIGNATURE | |
| TITLE<br>Area Engineer | DATE<br>8/23/88 | TITLE<br>District Engineer A | DATE<br>8/23/88 |

FORM FHWA 1440B PREVIOUS EDITIONS MAY BE USED

October 28, 1987

CON 5 - 10,111

Fireman's Fund Insurance Company
Fidelity & Surety Department
P. O. Box 3825
Portland, OR 97208

Contract No. 10,111 awarded to Coral Construction Company for signing on the Washington State Line-Linn/Lane County Line (Unit 1) Section of Pacific Highway in Multnomah, Washington, Clackamas, Marion and Linn Counties was completed on June 8, 1987, and accepted by the State Highway Division on October 19, 1987.

The total contract amount is $674,654.87 including $1,087.41 for work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Coral Construction Company
P. O. Box 347
Wilsonville, OR 97070

Pat Cellers
Tromp & McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Bill Anhorn

10,111

**STATE OF OREGON**

Contract Payments 378-6594

## INTEROFFICE MEMO

FILE: CON 5
10111

TO: Commission Services

DATE: October 19, 1987

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10111, On Site Work Substantially Completed May 14, 1987

All Work Completed June 8, 1987

Project Washington State Line-Linn/Lane Co. Line

Highway Pacific

County Various

Type of Work Signing

Contractor Coral Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Suretyletter written 10-28-87

RECEIVED
OCT 23 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,111

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>8-191 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | State<br>OREGON |
| PROJECT REPORT NUMBER | | County CLACKAMAS,<br>MARION & LINN |
| MODIFICATION NUMBER<br>4 | 8-28-87 | Project Number<br>IR-5-4(100)209 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 3, 19 85, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 755,040.00 | $ 767,890.00 |
| Federal funds | $ 696,297.00 | $ 708,148.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20St day of AUG, 19 87.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Joseph N. Speight for

Manager, Program Section
*(Title)*

By FOR: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burns
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 26, 1987

Federal-Aid Project No. IR-5-4(100)209

Washington State Line-Linn/Lane County Line (Unit 1) Section
Pacific Highway
Clackamas, Marion & Linn Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Signing (M.P. 203.55 to M.P. 283.11)

| ITEM | UNIT | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|---|
| Sign Support Footings (PA #8E) | L.S. | $11,050.00 | --- | --- | L.S. | $11,050.00 |
| TP&DT (PA #8B) | L.S. | 1,800.00 | --- | --- | L.S. | 1,800.00 |
| | | | | | | $12,850.00 |

| | | |
|---|---|---|
| | Increase | $ 12,850.00 |
| SUBTOTAL as on Estimate of June 12, 1987, including engineering | | 755,040.00 |
| | Total | $767,890.00 |

Length of Project -------------------- 79.56 miles

| | |
|---|---|
| Federal Funds (92.22%) -------------- | $708,148.00 |
| State Funds -------------------------- | 59,742.00 |
| TOTAL | $767,890.00 |

SubJob 010: 0%; SubJob 011: 100%
Clackamas County = 5% Linn Co. = 50%
Contract No. C10111
Prefix: C626-1963 (P.E.)
Prefix: C10111
Appn Code:

DDB:pf

[illegible],111

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>6-2[illegible] | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County Clackamas, Linn, and Marion |
| PROJECT REPORT NUMBER | | Project Number<br>IR-5-4(100)209 |
| MODIFICATION NUMBER<br>2 | | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 3, 19 85, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 685,500 | $ 755,040 |
| Federal funds | $ 632,168 | $ 696,297 |
| Other revisions | | |

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of JUN, 19 '87.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Joseph M. Speight for

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 12, 1987

FEDERAL AID PROJECT NO. IR-5-4(100)209

WASHINGTON STATE LINE-LINN/LANE COUNTY LINE (UNIT 1) SEC.
PACIFIC HIGHWAY
CLACKAMAS, LINN, AND MARION COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SIGNING (M.P. 203.55 TO M.P. 283.11)

| ITEM | UNIT | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|---|
| Type "AA" Signs in Place | SF | $ 17.00 | 9,344 | $158,848.00 | 7,682 | $130,594.00 |
| Type "AA" Overlay Signs | SF | 17.00 | 8,280 | 140,760.00 | 7,409 | 125,953.00 |
| Type "BB" Signs in Place | SF | 17.00 | 1,352 | 22,984.00 | 1,451 | 24,667.00 |
| Type "C" & "D" Signs | SF | 10.00 | 2,693 | 26,930.00 | 1,706 | 17,060.00 |
| Type "EE" Signs in Place | SF | 10.00 | 310 | 3,100.00 | 403 | 4,030.00 |
| Type "U" & "V" Signs | SF | 20.00 | 80 | 1,600.00 | 168 | 3,360.00 |
| Extra for Signs Sheeting Matl. (PA #1A) | SF | 3.00 | --- | --- | 844.6 | 2,533.80 |
| Sign Legend Matl. Change (PA #2A) | SF | 8,180.56 | --- | --- | 100% | 8,180.56 |
| TP & DT (PA #3A) | LS | 1,150.00 | --- | --- | 100% | 1,150.00 |
| Removal of Exist. Sign Install. (PA #3B) | LS | 1,700.00 | --- | --- | 100% | 1,700.00 |
| Sign Support Footing (PA #3D) | LS | 2,700.00 | --- | --- | 100% | 2,700.00 |
| Breakaway Sign Posts (PA #3E) | LS | 3,687.00 | --- | --- | 100% | 3,687.00 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Mobilization (PA #8A) | LS | 7,343.00 | --- | --- | 100% | 7,343.00 |
| Removal of Exist. Sign Install. (Pa #8C) | LS | 6,000.00 | --- | --- | 100% | 6,000.00 |
| Breakawy Sign Posts (PA #8G) | LS | 10,858.00 | --- | --- | 100% | 10,858.00 |
| Type "AA" & "BB" Signs in Place (PA #8H) | SF | 18.75 | --- | --- | 2,309 | 43,293.75 |
| Type C, D, EE, F, G, H, I Signs in Place (PA #8I) | SF | 11.50 | --- | --- | 494 | 5,681.00 |
| | | | | $354,222.00 | | $398,791.11 |

| | |
|---|---|
| Increase | $ 44,569.11 |
| Subtotal from estimate on September 25, 1986 | 613,727.00 |
| Subtotal | $ 658,296.11 |
| Engineering | 96,743.89 |
| Total | $ 755,040.00 |

| | |
|---|---|
| Length of Project | 79.56 mi. |

| | |
|---|---|
| Federal Funds (92.22%) | $ 696,297.00 |
| State Funds | 58,743.00 |
| Total | $ 755,040.00 |

Group 011: 100%; Group 010: 0%
Contract No. 10111
Prefix: C626-1963
Prefix: C10111
Appn Code: 044
RLC:bkb

Clackamas Co. = 5%
Linn Co. = 50%

10,111

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

**TO BE COMPLETED BY FHWA**
MONTHLY TRANSACTION NUMBER 10-395
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. Department of Transportation
**Federal Highway Administration**

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-17 [illegible]

State Oregon
County Clackamas, Linn, & Marion
Project Number IR-5-4(100)209

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 3, 19 85, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 564,233 | $ 685,500 |
| Federal funds | $ 520,335 | $ 632,168 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 25, 1986

FEDERAL AID PROJECT NO. IR-5-4(100)209

WASHINGTON STATE LINE-LINN/LANE COUNTY LINE
(UNIT 1) SEC.
PACIFIC HIGHWAY
CLACKAMAS, LINN, & MARION COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SIGNING (M.P. 203.55 TO M.P. 283.11)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Type "AA" Signs in Place | $ 17.00 | 6,000 | $102,000.00 | 9,344 | $158,848.00 |
| Type "AA" Overlay Signs in Place | 17.00 | 6,350 | 107,950.00 | 8,280 | 140,760.00 |
| Type "BB" Signs in Place | 17.00 | 1,000 | 17,000.00 | 1,352 | 22,984.00 |
| Type "BB" Overlay Signs in Place | 17.00 | 400 | 6,800.00 | 509 | 8,653.00 |
| Type "C" and "D" Signs in Place | 10.00 | 1,950 | 19,500.00 | 2,693 | 26,930.00 |
| Type "EE' Signs in Place | 10.00 | 310 | 3,100.00 | 478 | 4,780.00 |
| Sign Supports | -- | -- | -- | -- | 10,000.00 |
| | | | $256,350.00 | | $372,955.00 |

| | |
|---|---|
| Increase | $ 116,605.00 |
| Subtotal from estimate of Aug. 21, 1985 | 497,122.00 |
| Subtotal | $ 613,727.00 |
| Engineering | 71,773.00 |
| Total | $ 685,500.00 |
| Length of Project | 79.56 mi. |

| | |
|---|---|
| Federal Funds (92.22%) | $ 632,168.00 |
| State Funds | 53,332.00 |
| Total | $ 685,500.00 |

Group 011: 100%; Group 010: 0%
Contract No. 10111
Prefix: C626-1963
Prefix: C10111
Appn Code: 044
RLC:bkb

Clackmas Co. = 5%
Linn Co. = 50%

10,111

## STATE COPY

N

**TO BE COMPLETED BY FHWA**

9-13

U.S. Department of Transportation
Federal Highway Administration

**FEDERAL-AID PROJECT AGREEMENT**

9-3-85

STATE
Oregon

COUNTY
Clack., Linn & Marion

PROJECT NO.
IR-5-4(100)209

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Washington State Line-Lane Co. Line (Unit 1) Sec.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-2-85 | 0.0 |

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 564,233 | FEDERAL FUNDS<br>$ 520,335 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

By XXX For: E.S. Hunter, P.E.

Acting State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator SEP 3 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 21, 1985

FEDERAL AID PROJECT NO. IR-5-4(100)209

WASHINGTON STATE LINE-LINN/LANE COUNTY LINE (UNIT 1) SECTION
PACIFIC HIGHWAY
CLACKAMAS, LINN, & MARION COUNTIES

## PROJECT AGREEMENT ESTIMATE

TYPE SFTY
SIGNING (M.P. 203.55 to M.P. 283.11)

| | | | | |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | Lump Sum | $ 34,000.00 |
| Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 2,000.00 |
| Temporary Signs | Sq. Ft. | 450 | 4.00 | 1,800.00 |
| Temporary Barricades | Each | 8 | 50.00 | 400.00 |
| Temporary Plastic Safety Markers | Each | 50 | 10.00 | 500.00 |
| Sequential Arrow Signs | Each | 2 | 500.00 | 1,000.00 |
| Guard Rail, Type 2A | Lin. Ft. | 257 | 16.00 | 4,112.00 |
| Guard Rail, Type 3 | Lin. Ft. | 25 | 30.00 | 750.00 |
| Guard Rail Anchors, Type 1 Modified | Each | 2 | 300.00 | 600.00 |
| Rail End Pieces, Type B | Each | 2 | 40.00 | 80.00 |
| Bridge Connections | Each | 4 | 200.00 | 800.00 |
| Removal Existing Sign Installation | Lump Sum | All | Lump Sum | 5,000.00 |
| Wood Sign Posts | Lump Sum | All | Lump Sum | 12,500.00 |
| Sign Support Footings | Lump Sum | All | Lump Sum | 40,000.00 |
| Single Post Slip Base Sign Supports | Lump Sum | All | Lump Sum | 10,000.00 |
| Single Post Breakaway Sign Supports | Lump Sum | All | Lump Sum | 2,200.00 |
| Breakaway Sign Posts | Lump Sum | All | Lump Sum | 15,000.00 |
| Exit Number Sign Supports | Lump Sum | All | Lump Sum | 2,200.00 |
| Revise Existing Secondary Sign Supports | Lump Sum | All | Lump Sum | 1,500.00 |
| Sign Bridge, Sta. "C" 16+00 | Lump Sum | All | Lump Sum | 30,000.00 |
| Sign Bridge, Sta. 82+00 | Lump Sum | All | Lump Sum | 24,000.00 |
| Modify Existing Sign Bridge, Sta. 591+00 | Lump Sum | All | Lump Sum | 4,500.00 |
| Revise Structure Mounts | Lump Sum | All | Lump Sum | 1,500.00 |
| Type "AA" Signs in Place | Sq. Ft. | 6,000 | 17.00 | 102,000.00 |
| Type "AA" Overlay Signs in Place | Sq. Ft. | 6,350 | 17.00 | 107,950.00 |
| Type "BB" Signs in Place | Sq. Ft. | 1,000 | 17.00 | 17,000.00 |
| Type "BB" Overlay Signs in Place | Sq. Ft. | 400 | 17.00 | 6,800.00 |
| Type "C" and "D" Signs in Place | Sq. Ft. | 1,950 | 10.00 | 19,500.00 |
| Type "C" and "D" Overlay Signs in Place | Sq. Ft. | 665 | 10.00 | 6,650.00 |

| | | | | |
|---|---|---|---|---|
| Type "EE" Signs in Place | Sq. Ft. | 310 | 10.00 | 3,100.00 |
| Type "EE" Overlay Signs in Place | Sq. Ft. | 350 | 10.00 | 3,500.00 |
| Type "EEE" Signs in Place | Sq. Ft. | 21 | 7.00 | 147.00 |
| Type "EEE" Overlay Signs in Place | Sq. Ft. | 21 | 7.00 | 147.00 |
| Type "F" and "G" Signs in Place | Sq. Ft. | 325 | 7.00 | 2,275.00 |
| Type "F" and "G" Overlay Signs in Place | Sq. Ft. | 60 | 7.00 | 420.00 |
| Type "H" Signs in Place | Sq. Ft. | 110 | 7.00 | 770.00 |
| Type "I" Signs in Place | Sq. Ft. | 32 | 7.00 | 224.00 |
| Type "I" Overlay Signs in Place | Sq. Ft. | 16 | 7.00 | 112.00 |
| Type "U" and "V" Signs in Place | Sq. Ft. | 80 | 20.00 | 1,600.00 |
| Type "M" Signs in Place on Type "AA" Signs | Sq. Ft. | 54 | 7.00 | 378.00 |
| Type "R" Signs in Place on Type "AA" Signs | Sq. Ft. | 201 | 7.00 | 1,407.00 |
| Move and Reinstall Existing Signs | Lump Sum | All | Lump Sum | 3,000.00 |
| Sign Illumination Equipment | Lump Sum | All | Lump Sum | 5,000.00 |
| Pole Foundations | Lump Sum | All | Lump Sum | 6,000.00 |
| Roadway Lighting Poles & Arms | Lump Sum | All | Lump Sum | 4,000.00 |
| Luminaires, Lamps & Ballasts | Lump Sum | All | Lump Sum | 2,000.00 |
| Switching, Conduit, Wiring, Etc. | Lump Sum | All | Lump Sum | 8,700.00 |
| | | SUBTOTAL | | $497,122.00 |
| | | Engineering | | 67,111.00 |
| | | TOTAL | | $564,233.00 |

Length of Project ----------------- 79.56 miles

Federal Funds (92.22%) ------------ $520,335
State Funds ----------------------- 43,898
TOTAL $564,233

Group 011: 100%; Group 010: 0%
Contract No. 10111
Prefix: C626-1963
Prefix: C10111
Appn Code: 044
DDB:pf

Clackamas Co. = 5%
Linn Co. = 50%
Marion Co. = 45%

10,111

NEIL GOLDSCHMIDT
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5
10111

DATE: June 16, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-4(100)209

Contract 10111, Work Completed May 14, 1987

Project Washington State Line-Linn/Lane County Line

Highway Pacific

County Various

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 28, 1987

for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
W. G. Anhorn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
JUN 24'87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
JUN 17 1987
OREGON DIVISION

NOTED
LARRY RULIEN

Form 734-3122 (1-87)

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

# WEEKLY REPORT FOR CONSTRUCTION PROJECTS

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>WASHINGTON STATE LINE-LINN/LANE CO. LINE (UNIT 1) | | WEEK ENDING<br>JUNE 13, 1987 |
| | | CONTRACT NO<br>10111 |
| HIGHWAY<br>PACIFIC | COUNTY<br>VARIOUS | F A PROJECT NO<br>IR-5-4(100)209 |
| CONTRACTOR<br>CORAL CONSTRUCTION CO. | KIND OF WORK<br>SIGNING | DATE OF AWARD<br>AUGUST 1, 1985 |
| PROJECT AUTHORIZATION | ENGINEERING | FIRST NOTIFICATION DATE<br>JANUARY 6, 1986 |
| CURRENT AUTHORIZATION $ 752,533.00 | AUTHORIZATION $ 68,000.00 | |
| | COST THIS WEEK $ 0.00 | ESTIMATED DATE OF COMPLETION, OR |
| ESTIMATED PROJECT COST $ 752,514.00 | TOTAL TO DATE $ 67,170.00 | MAY 14, 1987 |
| ESTIMATED PERCENT XXXXRUN/UNDERRUN 0.0 % | PERCENT OF AUTHORIZATION 98 % | SECOND NOTIFICATION DATE AND<br>May 14, 1987 |

| CONTRACT TIME UNIT | DATE OF SPECIFIED COMPLETION | DAYS AVAILABLE OR LIMITING NO. OF DAYS | ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK | PRESENT TIME ELAPSED OR CHARGED | EXPECT TO COMPLETE UNIT ON TIME |
|---|---|---|---|---|---|
| DAYS | / / | 475 | 473.0 | 99 | yes |
| | / / | 0 | 0.0 | 0 | |
| | / / | 0 | 0.0 | 0 | |
| | / / | 0 | 0.0 | 0 | |

ESTIMATED SEMIFINAL SUBMITTAL DATE
June 1, 1987

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100%

| CONTRACT STATUS | GRADING | BASE | PAVING | SIGNALS | STRUCTURES | SIGNING |
|---|---|---|---|---|---|---|
| ORIG. CONTRACT QUANTITIES | 0 | 0 | 0 | | | |
| EST. CORRECTED QUANTITIES | 0 | 0 | 0 | | | |
| EST. PERFORMED TO DATE | 0 | 0 | 0 | | | |
| PERCENT PERFORMED TO DATE | 0 | 0 | 0 | 100 | 0 | 100 |

ACTIVITIES THIS WEEK:

ALL SEMIFINAL DATA SUBMITTED.

THIRD NOTIFICATION ISSUED EFFECTIVE JUNE 8, 1987.

FINAL REPORT

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIG)
Ken Stoneman
KEN STONEMAN

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc cc: OSHD (Rulien)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

## INSPECTION REPORT

*(Check appropriate box)*

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Linn, Marion and Clackamas | DIVISION<br>Oregon |

IN COMPANY WITH
Ken Husby, Region Construction Engineer; Ken Stoneman, Project Manager; Barb Hopewell, APM: OSHD: and Joe Lever, Coral Const. Co.

| | | |
|---|---|---|
| DATE OF INSPECTION<br>5/28/87 | INSPECTION MADE BY<br>D. B. Carter, Area Engineer and<br>Sam Love, Highway Engineer Trainee | PROJECT NO.<br>IR-5-4(100)209 |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>100 % | WORK COMPLETED<br>100 % |

### WASHINGTON STATE LINE
### LINN/LANE COUNTY LINE (UNIT 1)
### PACIFIC HIGHWAY (I-5)
### Signing.

This project was the replacement of approximately 19,823 sq. feet of signs between M.P. 209 and 282 on Pacific Highway (I-5). Work was completed May 8, 1987 by Coral Construction Company at an estimated final cost of $744,690.38 or 1% below the project authorization of $752,533.47.

The final inspection group found the work to be completed per plans, specifications and MUTCD requirements. One sign incorrectly reading, "Battle Creek", will be changed to read, "Battle Creek Rd." by maintenance forces. The "Battle Creek" sign was fabricated as per approved drawings and the correction of this sign is not considered to be the responsibility of the contractor.

Acceptance of the contract work is recommended. Acceptance of the project is recommended upon correction of the "Battle Creek" sign.

- SAL -

RECEIVED
STATE HWY ENGR
JUN 11 '87
REFER TO Fredrickson
FOR
Info Inv R/W D/R Sign Act File

Cy
6/16

Form FHWA-1446A
(Rev. 2-84)

NEIL GOLDSCHMIDT
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: CON 5
10111

DATE: March 5, 1987

TO: Oregon Transportation Commission

FROM: LRulien
Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Washington State Line-Linn/Lane Co. Line Section
Pacific Highway, Various Counties
Contract No. 10111

This federal-aid interstate signing project is approximately 87% finished with completion expected in mid-May 1987. It now appears the final cost will exceed the project authorization by $52,500 or 7.5%.

On May 20, 1986, the Commission approved an increase to cover added signs and a substantial number of existing signs which needed replacement due to deterioration. It is now evident that the estimate of costs used for that request was too low and that an additional increase in authorization will be required.

The current overrun is due to several factors. The projected cost of engineering has increased approximately $23,000 due to the investigation and planning for the extra work, as well as the inspection and contract administration required. The extent of sign support work will be approximately $18,000 more than originally estimated due to sign size changes and safety considerations. The remaining $11,500 increase is due to additional material costs, extra mobilization, and the removal of the old signing and posts being replaced.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $52,500 to a new total of $752,533.47. This matter will be on the consent calendar for the March 20 meeting.

bc: Bob Bothman
Fran Neavoll
C. O.Fredrickson
Dick Hacek
W. G. Anhorn
George Bell

(Construction) kkr

3/23/87
Original Project Authorizations
ret'd to Bruce Halton.

Form 734-3122 (1-87)

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10111

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 5, 1987

O.K.-WES

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Washington State Line-Linn/Lane Co. Line Section
Pacific Highway, Various Counties
Contract No. 10111

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $52,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: W. G. Anhorn
K. L. Stoneman
B. M. Walton
Don Trout

3-5-87

Pat:

Pat from Constr. brought this over. Figures are now correct.

Linda

NOTED
V. E. SCHWART

RECEIVED
TATE HWY ENGR
MAR 5 '87
REFER TO

FOR

| Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|
| | | | | | |

81-125-1387

Oregon Department of Transportation
HIGHWAY DIVISION

1/2

# EXPECTED OVERRUN OF PROJECT AUTHORIZATION

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>Washington State Line-Linn/Lane Co. Line (Unit 1) | | CONTRACT NO.<br>10111 |
| HWAY<br>Pacific | COUNTY<br>Various | DATE<br>Feb. 20, 1987 |
| CONTRACTOR<br>Coral Construction Company | KIND OF WORK<br>Signing | CONTRACT WORK COMPLETED 87% / ESTIMATED COMPLETION DATE<br>May 10, 1987 |

| | ORIGINAL AUTHORIZATION | CURRENT AUTHORIZATION | CURRENT ESTIMATE | |
|---|---|---|---|---|
| CONTRACT AMOUNT | $497,122.00 | $603,747.50 | $548,178.00 | |
| ANTICIPATED ITEMS | -0- | -0- | -0- | |
| CONTINGENCY | $ 22,370.49 | $ 51,544.99 | $136,355.47 | |
| ENGINEERING | $ 44,740.98 | $ 44,740.98 | $ 68,000.00 | |
| CREDITS | -0- | -0- | -0- | |
| TOTAL PROJECT COST | $564,233.47 | $700,033.47 | $752,533.47 | |

ESTIMATED INCREASE $ 52,500 7.5%

| LIST MAJOR OVERRUNS AND UNDERRUNS - Include the BI, PA, EWO & SFO numbers, description & whether the work was anticipated (A) or unanticipated (U): | CURRENT ESTIMATED AMOUNT | AMOUNT OF CHANGE |
|---|---|---|
| (A) BI#24 Type "AA" Signs in Place | $130,605.00 | -$28,250.00 * |
| (A) BI#25 Type "AA" Overlay Signs | $125,965.00 | -$14,795.00 * |
| (A) BI#27 Type "BB" Overlay Signs | $ 6,405.00 | -$ 2,250.00 * |
| (A) BI#28 Type "C" & "D" Signs in Place | $ 17,460.00 | -$ 9,480.00 * |
| (U) PA#5 Reimburse for signs manufactured & not installed | $ 8,450.00 | +$ 8,450.00 |
| (U) PA#8 Signing and Components added after 1-1-87 | | +$97,975.00 * |
| (U) EWO#1 Remove and Replace Existing Sign Supports | | -$ 8,990.00 * |
| (U) SFO#2 Remove and Replace two signs | | +$ 3,500.00 |

* The current authorization was calculated with much of the added signing being done by bid item extension. During negotiations for PA#8, it was decided to include work after 1-1-87 under PA#8

PRINCIPAL REASONS FOR OVERRUNS (Continue on reverse side):

EXPLAINATION OF EXPECTED OVERRUNS AND UNDERRUNS

This is the second request for additional authorization required for this project. On 5-20-86, the Transportation Commission approved a $135,800 increase required for additional signing added to project after the contract was awarded.

Since that approval, it has been discovered the anticipated costs of completing the contract work and doing the added signing will be more than originally estimated. Reasons for the additional costs include more engineering required, more extensive sign support revisions than anticipated, increase sign materials costs, and some additional signing changes added by the Traffic Section.

(Please see following page )

| | | | |
|---|---|---|---|
| SUBMITTED BY PROJECT MANAGER<br>Kenneth L Stone | 2-23-87 | NOTED BY CONSTRUCTION ENGINEER<br>For J. A. Jackson | 3-4-87 |
| FIRMED BY REGION ENGINEER<br>Kenneth E. Husby | 2-23-87 | NOTED BY STATE HIGHWAY ENGINEER<br>Dennis E. Schwartz | 3/4/87 |

INSTRUCTIONS: Submit the original through Region to the Construction Section. Approved copies will be distributed by the Construction Section.

734-3372 (REV. 10/86)

2/2

The original contract engineering allowances appeared to be adequate for all work when the first request for additional authorization was prepared. It was not evident at that time how extensive the work would be to investigate and prepare a working set of plans for the added signing. In addition to this, the STARS accounting system was not accurately showing costs charged to the project. The Project Manager's office knew their charges, but materials inspection charges and the Traffic Section's charges were substantially higher than anticipated. These reasons, along with inspection and office charges required during the installation of the added signing, have prompted the need for approximately $23,000 more in engineering funds than the original contract allowed.

When the initial request for additional authorization was made, we felt the cost of sign support work for the added signing would be approximately $10,000. Further investigation showed many major sign supports were not adequate for the new signs, as the sign sizes were increased, or had to be moved due to safety concerns (including conflict with high voltage power lines). Also, many wood posts were found to be in need of replacement. As a result, approximately $18,000 more than originally anticipated is required for the sign support work.

The remaining $11,500 overrun of current authorization is due to an increase in sign materials costs of the added signing, mobilization for the added work, and removal of existing signing being replaced. When we calculated the funding needs required on the initial request for additional authorization, it was anticipated the added signing work could be done in conjunction with the original contract work, and by extending bid items. As it worked out, however, the original contract work was completed prior to finalization of plans for the majority of added work. This caused the Contractor to pass increased material costs on to the State and also be reimbursed for the mobilization required to come back later and do the work. The removal of existing signing is an expense which was not considered in the initial request.

February 3, 1987 CON

Coral Construction Co.
P.O. Box 347
Wilsonville, OR 97070

Time Extension Request
Washington State Line-Linn/Lane County Line
Contract No. 10111
FAP No. IR-5-4(100)209

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You have requested that the contract time be adjusted from 360 calendar days to 475 calendar days, a change totaling 115 calendar days.

A review of the project records shows a substantial amount of work was added late in the project. This added work required initial design time as well as shop drawings, approval time, fabrication and installation time. Due to this added work, a contract time adjustment of 115 calendar days is granted for completion of the extra work.

Should you wish to review this matter further, please contact Project Manager Ken Stoneman.

W. E. Schwartz
Assistant State Highway Engineer

bc C. O. Fredrickson
William Anhorn w/att.
Ken Stoneman w/att.
FHWA w/att.
Bruce Walton

OBJ:lkm

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

C10111

TO: Ken Husby
REGION CONSTRUCTION ENGINEER

DATE: January 8, 1987

FROM: Ken Stoneman Ken
Project Manager

RECD

SUBJECT: Contract Time Adjustment Request
Washington State Line-Linn/Lane Co. Line (Unit 1)
Contract 10111

On 8-22-86, I submitted to you a request for time extension for the subject project. You concurred with my findings and recommendations, then sent it to Construction for final approval. On 9-4-86, Bryant Jackmond returned the request, as more information was needed, including a more thorough analysis of the project chronology.

The purpose of this time extension request is to allow additional contract time for signing added to the contract after a 4-21-86 field inspection made by you, Steve Wilson, Wally Bryant, and myself. As of this time, negotiations on the Price Agreement documenting the added work is nearly complete and we expect the Contractor to have the P.A. signed by the end of this week. I am not happy with the long time it took to get this P.A. to the point of acceptance, but much time was required by the Traffic Section and my office to get the plans for added work complete, accurate, and in a format which the State and the Contractor could easily follow.

Virtually all contract work plus additional signing added to the project prior to 1-1-86 was completed before the expiration of the original contract time. A shut down order was issued on 8-25-86 to prevent charging liquidated damages for work the State is adding.

Since it has been quite some time since the initial time extension was submitted, the dates and data on the "Contractor's Request for Adjustment of Contract Time" form are no longer appropriate and need updated. I have requested the Contractor to sumit an updated form with the consent of their surety acknowledgement. This updated form is attached and is requesting an additional 115 calendar days of contract time, to begin with the issuance of a Resume Work Order once the Price Agreement for added work is approved.

The following is a chronological listing of events on the project which affect the time extension request, as well as a projection of the estimated time required to complete all work. I hope this will give sufficient data for Construction to make their analysis.

1-27-87
Make Copies
as attachments

| | |
|---|---|
| August 31, 1985 | Contract time charges began. Project duration set at 360 calendar days by Special Provisions. |
| Sept. 24, 1985 | Pre-construction conference. Contractor given 1st set of revised plans for work added by Traffic Section. All this work was completed prior to expiration of original contract time. This work was paid for by Bid Item Extension and PA#3. |
| Jan. 6, 1986 | On-site work began (1st Notification date) |
| April 21, 1986 | Most signing completed on project. Field review done today by Husby, Wilson, Bryant (FHWA), and Stoneman. This review showed a significant number existing signs needing replacement, but were not included in the contract plans. A P.A. will be written to document and pay for this work. |
| May 5, 1986 | Submitted Request for Additional Project Authorization |
| May 20, 1986 | Additional Project Authorization approved by Transportation Commission |
| June 25, 1986 | Memo sent to C.O. Fredrickson from L.E. George with set of plans for signing to be added to project. This information was then forwarded to Stoneman's office. |
| July 9, 1986 | Plans from Traffic Section sent to Contractor with request for them to work up proposed prices for Price Agreement. |
| August 20, 1986 | Contractor called Project Manager's office and said he was having a lot of trouble with signing plans sent to him. There appeared to be missing information and discrepancies. Stoneman told him he would review and re-work the plans so they would be complete. |
| August 25, 1986 | Expiration of original contract time. Virtually all contract work complete. Shut down order issued effective today. |

| | |
|---|---|
| Oct. 3, 1986 | Re-working and plan revisions of added work completed by Project Manager's office and sent to Contractor. |
| Oct. 14, 1986 | Assist. Project Manager and Contractor toured the project with revised plans for added work. Several more plan errors were encountered and both agreed a new listing for all wood posts to be replaced should be added to plans for ease of State Inspector and Contractor. |
| Oct. 20, 1986 | Updated revised plans for added work sent to Contractor for price proposal. |
| Nov. 3, 1986 | Project Manager received proposed prices from Contractor. Price looked reasonable for the most part, however, a review by Project Manager showed total cost of project with all work added would overrun Project Authorization.<br>Another project field review was done by Project Manager and several signs that were marginal in needing replacement were eliminated, as well as a few the Traffic Section had added that were not required (as per Steve Wilson & Bud George). |
| Dec. 5, 1986 | Corrected plans reflecting decrease in signing quantities sent to Contractor for adjusted price proposal. Contractor said he would have to get new price quotes from suppliers. |
| *Jan. 7, 1987 | Received price proposal from Contractor for added work according to 12-5-86 plans sent him. |
| *Jan. 15, 1987 | Signed Price Agreement for added work. Issue work order and resume contract time charges. |
| *Jan. 29, 1987 | Receive shop drawings from Contractor. |
| *Feb. 9, 1987 | Approved shop drawings sent to Contractor. Materials production begins. |

* Projected Dates

CE ..... CAE ..... RECEIVED SPC ..... TC .....
COE ..... OM .....
OE ..... JAN 2 6 1987 FE ..... CP .....
CA ..... FQC .....
CAM .....
..O .....

Page 4
January 8, 1987
Contract 10111

| | |
|---|---|
| *March 26, 1987 | Materials received by Contractor. Work begins |
| *May 10, 1987 | Recommended completion date for work added to project. This would increase contract time charges 115 calendar days. The original contract time was 360 calendar days, with the recommended contract time begin 475 calendar days. |

* Projected Dates

From the analysis, the 115 calendar day time extension requested by the Contractor looks very reasonable and I recommend extending the contract time by that amount. A breakdown of work to be done to justify the 115 calendar days shows:
(1) 14 days required for shop drawing preparation
(2) 11 days required for OSHD approval and return of shop drawings.
(3) 45 days for manufacture and fabrication of signing and supports.
(4) 45 days for installation of signing and posts.

Also, for information purposes, I have listed below the Price Agreements for this project.

Price Agreements

| | |
|---|---|
| PA#1 | Change background sheeting material on various types of signs. |
| PA#2 | Extra for change in sign legend material. |
| PA#3 | Added signing to project, including adjusting lump sum bid items. This is for signing added prior to January 1, 1985. |
| PA#4 | Replace logo signs at Interchange #233. |
| PA#5 | Reimburse for signs manufactured, but not installed. |
| PA#6 | Removal and trimming of brush for guard rail (This PA was not processed due to conflict with specifications). |
| PA#7 | Install electrical jct. box & check out circuit breakers. |
| *PA#8 | To be written for signing added after 1-1-86. This work to be done in accordance with plans submitted to the Contractor on 12-5-86. (The time extension request is to cover this work). |

and a technical [illegible] described above.
Approval is recommended.
Remarks 1/23/87
Kenneth E Hruby
REGION II CONSTRUCTION ENGINEER

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(100)209

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Linn,
Marion and
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40236

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 21, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:
Washington State Line - Linn/Lane Co. Line

11. GENERAL DESCRIPTION OF WORK
Install signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED O~~N~~ XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/21/86 as requested in Mr. Fredrickson's letter of 1/2/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 and 2 Supp. is approved to a TEC of $3,500; Federal Funds $3,227.

RECEIVED
STAT HWY ENGR
JAN 21 '87
REFER TO Potter
FOR

14. DATE 1/21/87

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ſc 10. [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IR-5-4(96)207

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah, Clackamas
Washington, Marion
and Linn

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40236

6. TO

9-25-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

[illegible]

7. DATE AUTHORIZATION EFFECTIVE
September 23, 1986

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:

Washington State Line - Lane County Line Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/10/86 we approve the revised Preliminary Engineering costs to a TEC of $127,500; Federal Funds $117,580.

(Increase TEC $82,000; Federal Funds $75,620)

RECEIVED
STATE HWY ENGR
SEP 26 '86
REFER TO
Potter
FOR
Inf R/O D/R Sign Act File

Orig. to
9/26

14. DATE
9/25/86

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hassner

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Date: April 10, 1986 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40236
Project No. IR-5-4(96)207
Washington State Line-Lane County Line Sec.
Various Counties

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

This is the final request for this project. A significant increase occurs under activity 911 (Sign and Signal Design) due to the underestimated complexity and depth of involvement on the original authorization. Activity 903 (Final Design Bridge and Foundation) has been added due to the unanticipated need for sign bridge design. Various other activities have increased or decreased slightly to reflect actual cost.

The preliminary engineering costs are $127,500.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

DDB:bkb
Attachment
cc: Paul D. Singer
Shirley Williams
Metro Region
Region 2

jc [illegible]

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS ATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(100)209

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Linn
Marion
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 7-1-86

4. PROGRAM NO.

5. ITEM NO. 40236

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 1, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Washington State Line - Linn/Lane Co. Line

11. GENERAL DESCRIPTION OF WORK

Supply luminaire housings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON AN ~~[illegible]~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/1/86 as requested in Mr. Fredrickson's letter of 6/20/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $369; Federal Funds $340.

RECEIVED
STATE HWY ENGR
JUL 3 '86
REFER TO Potter
FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to
7/3

14. DATE 7/1/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc 12/11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(100)209

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Linn
Marion
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
6-4-86

4. PROGRAM NO.

5. ITEM NO. 40236

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY
JUN -6 '86
Potter

7. DATE AUTHORIZATION EFFECTIVE March 24, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Washington State Line - Linn/Lane Co. Line (Unit 1)

11. GENERAL DESCRIPTION OF WORK
Conduit relocation on sign bridge

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/24/86 as requested in Mr. Fredrickson's letter of 5/21/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $350; Federal Funds $323.

14. DATE 6/4/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U.S. Department
of Transportation
**Federal Highway
Administration**

# Memorandum

THE OREGON DIVISION - SALEM

RECEIVED
STATE HWY ENGR
MAY 29 '86
REFER TO
FOR
| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Subject: Oregon Project IR-5-4(100)209
Wash State Line-Linn/Lane Co. Line (Unit 1)
Sign Installation Request

Date: May 20, 1986

From: Mr. W. N. Bryant
Area Engineer

Reply to Attn. of: HFO.3-OR
X-Ref/520.6

To: Mr. G. K. Hossner
Field Operations Engineer

The State recently requested approval and participation in the cost of installing two additional supplemental destination signs for Foster Lake. The proposal was to install the northbound sign in advance of the Diamond Hill Interchange, which would direct motorists to exit at the Halsey Interchange, located approximately 10 miles to the north. The reason for installing the sign at this location was because of an existing supplemental sign with two destinations in advance of the Halsey Interchange. For the southbound direction the proposal was to install the supplemental sign on an overhead sign structure at the North Albany Interchange directing motorists to exit at the Lebanon-Sweet Home (S. Albany) Interchange. Here again the reason for installing the sign at this location was because a supplemental sign with two destinations already exists in advance of the South Albany Interchange.

The existing signing was reviewed in detail by the Project Manager, Ken Stoneman; Area Engineer, Bill Kappus and myself on May 16, 1986. As a result of this review the project manager was advised that the proposal was not in conformance with the requirements and intent of the MUTCD and could not be approved. He was also informed that if the State installed the signs as proposed with their own funds, FHWA would undoubtedly cite them for nonconformance with the MUTCD and take appropriate steps to have the signs removed.

On May 19, 1986 Mr. Dwayne Hofstetter called to request reconsideration of our position. He indicated that the State's position was that installation of the signs as proposed would be in conformance with requirements of the MUTCD. As a result of this difference of opinion the Region 10 Traffic Engineer, Elmer Leland, was contacted for additional advice regarding the MUTCD requirements. Mr. Leland in turn contacted the Washington, D. C. Office of Traffic Operations for their interpretation and advice. Both Mr. Leland and the Office of Traffic Operation concurred that the signing as proposed would not be in conformance with the MUTCD and should not be approved or installed.

cc L. W. Rulien
Don Adams
John Grassman

Later in the morning of May 19, 1986 Mr. Hofstetter was informed that FHWA's position remained unchanged; i.e., the addition of the supplemental signs at the location proposed could not be approved because they would not be in conformance with the requirements and the intent of the MUTCD. He was also advised that if the signs were installed, appropriate steps would be taken to have them removed.

W. N. Bryant
Area Engineer

W. N. Bryant

cc:
OSHD (D. Hofstetter, Reg 2)
OSHD (L. E. George, Traffic)
Reg HEO-010.1

On 5-22-86 discussed with Larry Rulien and decided to honor our committments by going ahead with temporary sign installations.
DH

True -

Send cc
Hofstetter

5/30
cm

We are honoring commitment to two legislators - particularly sensitive this summer due to Expo
R

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

AGENDA
MAY 20 1986
1A-9a

CON 5
10111

DATE: May 8, 1986

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Washington State Line-Linn/Lane County Line
(Unit 1) Section
Pacific Highway, Various Counties
Contract No. 10111

This federal aid Interstate Project is approximately 75% finished with the completion date expected to be about the end of August 1986. It now appears the final cost of work required will exceed the project authorization by $135,800 or 24 percent.

The majority of overrun is due to signing added after the contract was awarded. It was found that one section of freeway signing had been inadvertently omitted from the plans, as were other isolated signs. Other signs were added or replaced when it became apparent that more of the existing signs were badly deteriorated, and because the original estimate was too conservative. Also, a number of directional signs were added due to public complaint about the legend size on similar signs recently installed in southers Oregon. These additions and modifications will add about $142,000 to the project cost.

Another change was made in response to problems experienced on the Region 3 signing project. It was found that under certain weather conditions, reflectorized button legend was not compatible with the encapsulated high intensity sheeting background used on all "AA" and "BB" signs, making these signs unreadable. A Price Agreement was written to change to high intensity sheeting legend material on these signs, adding about $8,200 to the project cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $135,800 to a new total of $700,033.47. This matter will be on the consent calendar for the May 20 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

**TO:** W. E. Schwartz
Ass't. State Highway Engineer

**DATE:** May 8, 1986

O. B. Jackmond

**FROM:** O. B. Jackmond
Contract Administration Engineer

**SUBJECT:** Request for Increase in Project Authorization
Washington State Line-Linn/Lane County Line
(Unit 1) Section
Pacific Highway, Various Counties
Contract No. 10111

NOTED
W. E. SCHWARTZ

This federal aid Interstate Project is approximately 75% finished with the completion date expected to be about the end of August 1986. It now appears the final cost of work required will exceed the project authorization by $136,000 or 24 percent.

The majority of overrun is due to signing added after the contract was awarded. It was found that one section of freeway signing had been inadvertently omitted from the plans, as were other isolated signs. Other signs were added or replaced when it became apparent that more of the existing signs were badly deteriorated, and because the original estimate was too conservative. Also, a number of directional signs were added due to public complaint about the legend size on similar signs recently installed in southern Oregon. These additions and modifications will add about $142,000 to the project cost.

Another change was made in response to problems experienced on the Region 3 signing project. It was found that under certain weather conditions, reflectorized button legend was not compatible with the encapsulated high intensity sheeting background used on all "AA" and "BB" signs, making these signs unreadable. A Price Agreement was written to change to high intensity sheeting legend material on these signs, adding about $8,200 to the project cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $135,800. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn B. M. Walton
K. L. Stoneman D. L. Trout

81-125-1307

STATE OF OREGON
HIGHWAY DIVISION - TRAFFIC SECTION

# INTEROFFICE MEMO
TRA 24-1

TO: Gary Potter, Manager
Program Section

DATE: April 25, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: Washington State Line-Linn/Lane County Line
Pacific Highway

The scope and original estimate of the above project has increased considerably. This increase was caused by the decision to include regulatory signs, warning signs, and ramp terminal signs in the project.

With the inclusion of the additional signs, the manpower and time needed to prepare this contract have increased to the point where it will not be possible to meet the proposed letting date. In addition, sign contractors and suppliers have commented that the size of the proposed project may be greater than most sign contractors could handle.

For these reasons the Traffic Section would like to divide this project into two units, splitting the project at the Willamette River (MP 238.11)

The two units would be described as follows:

**Washington State Line-Linn/Lane County Line (Unit 1)**

Linn, Marion, and Clackamas Counties

| | |
|---|---|
| Estimated cost | $600,000 |

Estimated Letting Date June, 1985

**Washington State Line-Linn/Lane County Line (Unit 2)**

Clackamas, Washington and Multnomah Counties

| | |
|---|---|
| Estimate Cost | $1,400,000 |

Estimated Letting Date September, 1985

RECEIVED
STATE HWY ENGR
APR 30 '85
REFER TO
FOR

| Info | Inves | R/D | U/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Please add these revisions to the Project Control System.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

SRW:dpy

81-125-1387

cc: Ed Hunter

ES Hunter
5-1-85
cc Bud George
Potter

STATE COPY

cc: L. R. Rulien

US Department of Transportation
Federal Highway Administration

# INSPECTION REPORT

RECEIVED
STATE HWY ENG.
APR 11 '86
REFER TO Fredrickson
FOR

| Info | Inves | R/D | D.R | Sign | | |
|---|---|---|---|---|---|---|
| | | | | | | |

*(Check appropriate box)*

☒ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

3-2-1

Cy

COPY SENT 4/14
APR 10 1986

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 1 | Linn, Marion & Clackamas | Oregon |

IN COMPANY WITH
Ken Stoneman, Project Manager, OSHD

State Region D.O.

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 3/24/86 | W. N. Bryant, Area Engineer, FHWA | IR-5-4(100) 209 |

| QUALITY OF WORK | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 60 % | 65 % |

NOTED
W. E. SCHWARTZ

## WASHINGTON STATE LINE
## LINN/LANE COUNTY LINE (UNIT 1)
## PACIFIC HIGHWAY
## Signing

Work to be completed under this project consists of upgading the existing signing to meet requirements of the MUTCD. The work included replacing approximately 6,000 sq. ft. of Type "AA" signs, overlaying 6,350 sq. ft. of Type "AA" signs, replacing or overlayings 1400 sq. ft of Type "BB" signs, replacing or overlaying 2,615 sq.ft. of Type "C" and "D" signs, replacing or overlaying 1400 sq. ft. of other type signs, and other incidental work common to this type of project.

A contract in the bid amount of $497,122.00 was awarded Coral Construction Company, Wilsonville, Oregon on 8-1-85. Work on the project began 1-6-86.

At the time of this inspection the contractor was installing new signs and new wood posts at various locations. To date approximately 60% of the work has been completed including the installation of approximately 80% of the Type "AA" signs, 50% of the Type "BB" signs, and 90% of the new sign supports and bases. The guardrail work and sign bridge modification work has been completed. The new sign bridge has been fabricated and the footings constructed. All roadway illumination bases have been poured.

Subsequent to contract award a problem was encountered with the sign legend specified. This contract specified the use of high intensity encapsulated reflective sheeting with reflectorized removal legend. However, it was found that under certain atmospheric conditions (dew point temperature), moisture collects on the button reflectors which reduces or, in some cases, entirely elimiantes their reflective capabilities. When this condition exists the reflectability of the sign sheeting reduces or completely eliminates the ability of the driver to read the sign legend at night.

As a result of this problem, the State Traffic Engineer conducted an experiment on the legend of two signs in the Eugene area in an effort to find a satisfactory solution. This experiment consisted of replacing some of the specified reflectorized legend with high intensity reflective sheeting and observing and photographing the effectiveness of the two types of legend. Based on the results of this experiment, the legend on all appropriate signs on this project have been changed to high intensity reflective sheeting. The work is being accomplished under Price Agreement No. 2 at an estimated cost of $9,000.

(continued on page 2)

*U.S. GPO: 198[illegible]

In addition, Price Agreement No. 1 in the estimated amount of $3,000.00 is being processed which provides for the use of high intensity reflective sheeting on all Type "F", "G", "H", "I", "M", and "R" signs. The project manager is also working on a Price Agreement to increase the legend size on about 15 planned mileage destination signs.

The project manager indicated that the bid items for Type "AA" signs in place has increased by about 1150 sq. ft., Type "AA" sign overlays has increased by about 1725 sq. ft., and Type "BB" signs in place has increased by about 500 sq. ft. due to damages identified subsequent to the original field survey conducted prior to design.

No actual field work was observed during this inspection, however, the work has been observed during other routine travel in the area and found to be of high quality and in reasonable conformance with the plans and specifications. Project records indicate that all material incorporated into the work has been tested or field inspected and found to be in reasonably close conformance with specification requirements.

############

10,111

N

HIGHWAY - TRAFFIC

TRA

W. G. ~~Anhorn~~
~~Region~~ 2 Engineer

March 6, 1986

L. E. George
Traffic Engineer

Contract Cost Increase
Washington State Line-Linn/Lane County Line (Unit 1) Sec.
Pacific Highway
Contract No. C10,111

In a letter dated December 12, 1985, Ken Stoneman, Project Manager was asked to have the contractor substitute reflective sheeting legend for the reflector button legend on all Type "AA" and "BB" signs. In addition, Mr. Hunter has requested that all mileage-destination signs be designed with 13 1/3 inch 10 inch legend. The Traffic Section will prepare a revision to the contract to include the redesigned mileage-destination signs. It is estimated that these changes will increase the contract cost by $155,000.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

SRW:lp

cc: [redacted]
Ken Stoneman

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

10,111

N

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 24-1

TO: Ken Stoneman
Project Manager

DATE February 4, 1986

FROM: L. E. George
Traffic Engineer

SUBJECT: **Washington State Line-Linn/Lane County Line Section (Unit 1)**
**Pacific Highway**
**Contract C10,111**

Don Adams, Maintenance Engineer, has requested that the number of lane restriction signs be reduced. This office agreed with this suggestion and indicated that existing contracts would be reviewed to reduce the number of these signs scheduled to be installed.

Therefore, would you please change the processing code on the following signs as listed below.

| Sign Number | Existing Processing Code | Revised Processing Code |
|---|---|---|
| 29 | C3,C5 | C3 |
| 68 | C3,C5 | C3 |
| 127 | C3,C5 | C3 |
| 133 | C1 | C3 |
| 239 | C2,C4 | C3 |
| 454 | C3,C5 | C3 |
| 464 | C3,C5 | C3 |
| 478 | C3,C5 | C3 |
| 518 | C3,C5 | C3 1/ |

1/ Sign added to contract by a letter dated September 23, 1985.

This change will mean a reduction of 56 square feet of type "C" signs to be overlayed and 448 square feet of type "C" signs to be replaced.

L. E. George
Traffic Engineer

cc: Don Adams
E. S. Hunter
E. L. Hardt
W. G. Anhorn

RECEIVED
STATE HWY ENGR
FEB 5 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

**DAVE FROHNMAYER**
ATTORNEY GENERAL

**WILLIAM F. GARY**
DEPUTY ATTORNEY GENERAL

**DEPARTMENT OF JUSTICE**
GENERAL COUNSEL DIVISION
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

January 8, 1986

Charles R. Schrader
1600 Orbanco Building
1001 S. W. 5th Avenue
Portland, Oregon 97204

[illegible] 145
#16

RE: I-5 Sign Projects; Your Letter of December 23, 1985

Dear Chuck:

I have received and have reviewed your letter of December 23, 1985 concerning the position of your client Gaynetco, Inc., regarding the proposed change in the lettering requirements on the I-5 sign project contracts. I have also discussed these projects with the appropriate Highway Division employes.

It is the Highway Division position, in which I concur, that the proposed change may be made in accordance with the existing contracts and specifications for those projects. This change would not be beyond the general scope of those agreements, and would not be in violation of statutes or constitution. Therefore, I find no reason to require a rebid of these contracts.

Sincerely,

ORIGINAL SIGNED BY
DALE K HORMANN

Dale K. Hormann
Assistant Attorney General

DKH:bk

cc: Jack Sollis
L. E. George
C. O. Frederickson
Jim Butler
Bryant Jackmond
Ed Hunter

RECEIVED
STATE HWY ENGR
JAN 9 '86
REFER TO
FOR

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1- 1-

ALLEN, KI  IER, SCHRADER, YAZBECK & HENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFIC

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

*OREGON AND WASHINGTON BARS

GEORGE V. EIGHMEY
ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPAT
GEORGE J. HIBBERT

1 copy
n 10 1-5

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JAN 06 1986
LEGAL

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STATE HWY ENGR
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| | | | | | | |

RECEIVED
1985
LEGAL

NOTED
L SOLIS

December 23, 1985

Mr. Dale K. Hormann
Transportation Building
Room 113
Salem, OR 97310

5499.11

1/7 [illegible]
C O Fredrickson
Bill [illegible]
Ed Hardt
Cm

Re: Change from Button Copy to Direct Copy on I-5 Sign Projects

Dear Dale:

This confirms our telephone conversation of December 23, 1985 on the above-referenced matter.

As I stated in that call, we represent Gaynetco, Inc. We understand that a change is pending on the sign projects from the Lane County line to the Willamette River at Wilsonville and from that point to the Columbia River to convert the lettering on the signs from "button copy". It is our client's position that such a change is beyond the general scope of the contract and such a change would, therefore, be in violation of ORS 279.011 to 279.061, as well as the Oregon State Constitution.

If a change is, in fact, to be made, our clients request that the job be rebid. If the change is made without a rebid, please be advised that our client intends to initiate appropriate legal action.

If you have any questions about the meaning or intent of this letter, please contact me immediately.

Very truly yours,

Charles R. Schrader

CRS/cah
cc: Gaynetco, Inc.

NOTED
E. S H ER
1-3-86
Solis
are we in trouble?
ESH

No
VLS
1-6-86

**STATE OF OREGON**

Highway - Traffic

**INTEROFFICE MEMO**

TRA 24-1

TO: C. O. Frederickson
Construction Engineer

DATE: December 12, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: **Contract Revisions**
**Washington State Line-Linn/Lane County Line**
**Unit 1 - Contract 10,111**
**Unit 2 - Contract 10,145**

NOTED
E. S. HUNTER

The plans and specifications for these contracts required that all type "AA" and type "BB" signs be manufactured with encapsulated lens (high intensity) sheeting and reflector button removable legend. Because of problems with the reflector button legend when used with high intensity sheeting, it has been decided to revise the contracts and substitute high intensity reflective sheeting legend for the reflector button legend.

Attached are the changes to the standard specifications and special provisions that will be necessary to require the use of reflective sheeting legend. Would you please have the project managers prepare a price agreement with the contractors to cover this change.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

SRW:dc

Attachments

cc: E. S. Hunter
W. E. Schwartz
Don Adams
E. L. Hardt
W. G. Anhorn

RECEIVED
STATE HWY ENGR
DEC 16 '85
REFER TO
FOR

| Info | Invst | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

81-125-1387

# Contract Revisions

## Reflectorized Removable Legend

## Washington State Line-Linn/Lane County Line

## Unit 1 - Contract 10,111

## Unit 2 - Contract 10,145

The following changes should be made to the standard specifications and special provisions:

645.03 Types of Signs: Delete the description of Types "AA" and "BB" signs as given in this subsection of the standard specifications and special provisions and substitute the following:

> Type "AA" - Green encapsulated lens reflective sheeting on extruded aluminum panels of 0.100 inch sheet aluminum with silver-white encapsulated lens reflective sheeting removable legend. Extruded aluminum panels shall be used for all new signs. Sheet aluminum shall be used to overlay existing signs.
>
> Type "BB" - Blue encapsulated lens reflective sheeting on extruded aluminum panels or 0.100 inch sheet aluminum with silver-white encapsulated lens reflective sheeting removable legend. Extruded aluminum panels shall be used to overlay existing signs.

645.12 Alternate Materials - Delete the last sentence in the first paragraph and substitute the following:

> Only silver-white encapsulated lens reflective sheeting removable legend is allowed on types "AA" and "BB" signs.

761.17(b) Reflective Sheeting Legend - Delete the last paragraph.

761.19(b) Sampling Procedure - Delete the first paragraph and substitute the following:

> The manufacturer will submit to the project manager two samples of each size of reflectorized sheeting removable legend.

From the special provisions delete the listing of the sign border and legend samples to the submitted for test purposes.

#10,111

**STATE OF OREGON**
**HIGHWAY DIVISION - MAINTENANCE SECTION**

**INTEROFFICE MEMO**

TO: L. E. George
Traffic Engineer

DATE: November 13, 1985

SUBJECT: Washington State Line-Lane County
Line Project - Pacific Highway

On this section of the Interstate Highway, we have many locations where the sign "trucks, campers, trailers, busses unlawful to use left lane except when passing."

As I recall, these signs were probably installed when the idea to put up the signs for this kind of abuse was originated. Since it is the law, it would seem that proliferation of the sign need no longer be continued and the number of these signs on the freeway could be substantially reduced.

Would you have the sign plans for the subject project reviewed and reduce as many of these signs in that project as possible.

Unless there are some serious problems with reducing the number of these signs, I intend to pass the word to the Maintenance organization that the signs can be thinned out to about one every 40 or 50 miles on the freeway, and where needed on other multi-lane highways, based on observation and experience.

Donald R. Adams
Maintenance Engineer

DRA:dc

cc: ✓W. E. Schwartz

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
NOV 15 '85
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

81-125-1387

N

August 21, 1985

CON 5

#10,111

Coral Construction Company
P. O. Box 347
Wilsonville, OR 97070

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,111 for signing on the Washington State Line-Linn/Lane County Line (Unit 1) Section of the Pacific Highway in Multnomah, Washington, Clackamas, Marion and Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Fireman's Fund Insurance Company
Fidelity and Surety Dept.
121 S. W. Salmon St., Suite 900
Portland, OR 97204

Tromp and McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Kenneth Stoneman

**Coral Construction Company**
SPECIALTY HIGHWAY AND GENERAL CONTRACTORS

P.O. Box 347
Wilsonville, Oregon 97070
**Phone (503) 682-2252**

July 29, 1985

Oregon Department of Transportation
Office of Commission Services
Room 121, State Transportation Bldg.
Salem, OR 97310

RE: Washington State Line to
Linn/Lane Co., Unit I,
Bid: July 25, 1985
SUBJECT: Submission of DBE/WBE
Identification by Low Bidder
Meeting the Goals

Gentlemen:

In accordance with the DBE/WBE Specifications of the referenced contract and as the low bidder, we submit the following documentation regarding the identification of the DBE/WBE's that we shall subcontract work to.

We certify that we will subcontract work to the following DBE to meet the contract goals:

Eagle Crest Construction Co.
7302 44th Ave. NE
Marysville, WA 98270

| Item | Description | Amount |
|---|---|---|
| 20 | Sign Bridge, Sta. 16+00, Furnish & Erect | $27,100 |
| 21 | Sign Bridge, Sta. 82+00, Furnish & Erect | 21,300 |
| | Total | $48,400 |

Additionally, we certify that we will subcontract to the following WBE to meet the contract goals:

United Steel, Inc.
12900 NE 18th St.
Vancouver, WA 98664

| Item | Description | Amount |
|---|---|---|
| 14 | Furnish and Tie Reinforcing Steel for Sign Support Footings | $5,300 |

If you have any questions, please give me a call.

Very truly yours,

Larry Arnold

Larry Arnold
Operations Manager

LA:11

RECEIVED
JUL 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10;411

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS ATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(96)207
2. STATE PROJECT NO See below
2A. COUNTY NAME See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40236

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

#10,145

7. DATE AUTHORIZATION EFFECTIVE 7-12-84
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Washington State Line - Lane County Line Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $45,500
☐ ACQUISITION OF RIGHT-OF-WAY
FF $41,960
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's PEA dated 6-29-84.

RECEIVED
STATE HWY ENGR
JUL 16 '84
REFER TO Pott
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 7-12-84
15. SIGNATURE OF APPROVING OFFICIAL Dale E Wilken
16. TITLE Division administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1-5 W

# PROJEC' PROSPECTUS
## PART 4 — SURVEY AUTHORITY

Mult....... 84-63

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01842

SECTION Washington State Line-[illegible]/Lane County Line

REGION 2 and Metro Region

**SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 626-1963

DATE 5-22-84

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 20,000 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTO-GRAMMETRY | | | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 300 | 935 SOILS | | |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | 500 |
| 905 FINAL DESIGN | | 1,000 | 920 PROGRAM MANAGEMENT | | 200 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | | 921 SPECIFICA-TIONS | | 2,500 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | | 922 ADMIN. SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | | 923 ENVIRONMENTAL SECTION | | | 950 TRAINING | | 500 |
| 910 REGION GEOLOGIST | | | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 20,300 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | |
| 912 LANDSCAPE | | | 926 FOUNDATION | | | 980 PUBLIC HEARING | | |
| RIGHT-OF-WAY LIAISON | | | 927 FREE BRIDGE DESIGN | | | | | |
| 914 REGION UTIL-ITY LIAISON | | | 932 RAILROAD & UTILITIES | | | | | |

RIGHT-OF-WAY PREFIX

| | | |
|---|---|---|
| TOTALS | $ | $ 45,500 |
| PREVIOUS AUTHORIZATION | $ | |
| ADD. AUTH. REQUIRED | $ | |

FEDERAL AID PROJECT NUMBER IR-5-4(96)207

LOCATION ENGINEER'S REMARKS

1
cy
cy
2
3

RECEIVED

ROAD DESIGN SECTION

On HIP

Project mgr. Ron Kleinschmit

| | | | |
|---|---|---|---|
| PREPARED BY | DATE 4-23-84 | APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X | DATE 5/29/84 |
| RECOMMENDED, REGION ENGINEER X | DATE 4/23/84 | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X | DATE 5-24-84 |
| RECOMMENDED, LOCATION ENGINEER X | DATE 5/24/84 | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-12-84 | |

734-1914 (7-82)

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST

84-63

**SEE INSTRUCTIONS ON REVERSE**

KEY ID # 01842

| | | | |
|---|---|---|---|
| SECTION<br>Washington State Line-Linn/Lane County Line | | | REGION<br>2 and Metro |
| STATE HIGHWAY #<br>1 | HIGHWAY NAME<br>Pacific Highway | MILE POST<br>FROM 203.55 TO | LENGTH |
| ☒ URBAN<br>☒ RURAL | CITY | COUNTY Mult/Wash./ Clack/Marion/Linn | ROAD/STREET NAME |
| ROUTE #<br>I-5 | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE) | |

| COST ESTIMATES (000's) | | |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ |
| RIGHT OF WAY | | $ |
| ROADWAY | $ | |
| (Catwalks) STRUCTURES | $ 500 | |
| SIGNALS | $ | |
| ILLUMINATION | $ | |
| TEMPORARY PROTECTION | $ 50 | |
| Signs | $ 800 | |
| 40% ENGINEERING & CONTINGENCIES | $ 540 | |
| TOTAL CONSTRUCTION | | $ 1890 |
| TOTAL ESTIMATE | | $ |

| PROJECT DATA | | |
|---|---|---|
| GRADING | (✓) | |
| PAVING | (✓) | |
| STRUCTURES | (✓) | |
| SIGNING | (✓) | X |
| SIGNALS | (✓) | |
| ILLUMINATION | (✓) | |
| | | |
| ENVIRONMENTAL CLASS | (1,2,3) | 2 |
| DESIGN CATEGORY | (1-7) | 7 |
| WORK TYPE | (1-12) | 8 |

| RIGHT OF WAY | | |
|---|---|---|
| FILES | (#) | 0 |
| ACRES | (#) | 0 |
| RELOCATIONS | (#) | 0 |
| **WORK BY STATE/CONSULTANT/APPLICANT** | | |
| PRELIMINARY ENGINEERING | (S,C,A) | S |
| CONSTRUCTION ENGINEERING | (S,C,A) | S |
| RIGHT OF WAY DESCRIPTIONS | (S,C,A) | N |
| RIGHT OF WAY ACQUISITIONS | (S,C,A) | N |

**CONSTRUCTION BY**

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

| | | | |
|---|---|---|---|
| FINANCING/ PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) / | RECOMMENDED FUNDING SOURCE<br>1-4R | RECOMMENDED PROGRAM YEAR |

## RECOMMENDED PROGRAM REVISIONS

| | | | | |
|---|---|---|---|---|
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |
| ☐ POSTPONE<br>☐ CANCEL | SECTION | FUNDS | CUR. YR. | ESTIMATE (000's)<br>$ |

| ITEM | EXISTING | PROPOSED |
|---|---|---|
| TRAVEL LANES (#) | | |
| STRUCTURES (#) | | |
| SIGNALS (#) | | |
| BIKE PATH (Y/N) | | |
| AVERAGE DAILY TRAFFIC | | |
| YEAR OF AVERAGE DAILY TRAFFIC | | |

DEFINE THE PROBLEM

Guide signs and control signs along the freeway and at the interchanges have deteriorated or do not meet present standards Sign bridges need catwalks for safety.

PROPOSED SOLUTION

Replace all substandard signs and sign structures. Add catwalks to sign bridges.

| | | | | |
|---|---|---|---|---|
| REQUESTED REGION ENGINEER | DATE<br>4/23/84 | | | |
| APPROVED. ASST. HWY. ENG. FOR OPERATIONS<br>X | DATE | | | |
| APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION<br>X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING |

# PROJECT PROSPECTUS
## PART 1 — PROJECT REQUEST (Cont.)

84-63

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01842

SECTION Washington State Line-Lane/Linn Count Line

REGION 2 and Metro Region

## PROJECT JUSTIFICATION

Field inspection of existing signs has disclosed deficiencies in the following areas:

1. Lack of safety breakaway devices
2. Poor reflective qualities
3. Deteriorated background
4. Deteriorated or missing legend
5. Vandalism
6. Structural deterioration
7. Lack of sign service walkways

Replacement and/or repair of deficient signs is necessary for the convenience and safety of the traveling public.

## ADMINISTRATION RECOMMENDATION

# PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

84-63

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01842

SECTION Washington State Line-Linn/Lane County Line

REGION 2 and Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

| | | | | | | PERMITS AND DOCUMENTS | | | |
|---|---|---|---|---|---|---|---|---|---|
| A—95 | N | SIGNS (PERMANENT) | S | STORM SEWER | N | AIRPORT CLEARANCE | N | WETLANDS | N |
| CITIZEN'S ADVISORY COMM. | N | STRIPING (PERMANENT) | N | LANDSCAPING | N | CONDITIONAL USE | N | SENSITIVE LAND | N |
| PHOTOGRAMMETRY | N | PROJECT SIGNING | N | IRRIGATION | N | FLOOD PLAIN | N | CULTURAL RESOURCE | N |
| RECONNAISSANCE SURVEY | N | DETOUR | N | BORROW SOURCE | N | CORPS OF ENGINEERS | N | DEQ INDIRECT SOURCE | N |
| PUBLIC HEARING | N | ILLUMINATION | N | MATERIAL SOURCE | N | COAST GUARD | N | DEQ NON-POINT SOURCE WATER | N |
| FIELD SURVEY | S | RR CROSSING | N | DISPOSAL SITE | N | STATE LANDS | N | SECTION 106 | N |
| VICINITY MAP | N | RR PROTECTION | N | LOCAL AGREEMENT | N | GEOLOGY AND MINERALS | N | NOISE STUDY | N |
| SOILS INVESTIGATION | N | RR SEPARATION | N | NAVIGABLE STREAM | N | BUILDING | N | SECTION 4(F) | N |
| HYDRAULIC STUDY | N | RR ENCROACHMENT | N | ▨ | | SIGNALS | N | OLD (#) | NEW (#) 0 |
| | | | | | | UTILITIES | | (LIST BELOW) | |

## RIGHT-OF-WAY

| ACQUISITIONS | | RELOCATIONS | |
|---|---|---|---|
| SIMPLE (#) | COMPLEX (#) | BUSINESS (#) | RESIDENTIAL (#) |
| | | | |

| | | | | | |
|---|---|---|---|---|---|
| RIGHT-OF-WAY LIAISON | | EASEMENTS (#) | | ACCESS CONTROL (Y/N) | |

COMPANIES
Contact local utilities in each construction area prior to digging.

| DESIGN SPEED | DESIGN STANDARDS |
|---|---|
| | |

## TYPICAL SECTION

| BIKE PATH | SIDE-WALK | CURB TYPE | PARKING | SHOULDER | LANE 3 | LANE 2 | LANE 1 | MEDIAN | LANE 1 | LANE 2 | LANE 3 | SHOULDER | PARKING | CURB TYPE | SIDE-WALK | BIKE PATH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

## EXISTING

N/A

## PROPOSED

SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING | ITEM | NEW WORK | OVER EXISTING |
|---|---|---|---|---|---|
| | | N/A | | | |
| | | | | | |

STRUCTURE DATA

| STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST | STRUCTURE | LENGTH (FT.) | WIDTH (FT.) | COST |
|---|---|---|---|---|---|---|---|
| BRIDGE 1 | | | | BRIDGE 5 | | | |
| BRIDGE 2 | | | | BRIDGE 6 | | | |
| BRIDGE 3 | | | | BRIDGE 7 | | | |
| BRIDGE 4 | | | | BRIDGE 8 | | | |

APPROVED
Location Engineer
Date 2/24/84

734-1912 (7-82)

SERIES TITLE:
CONSTRUCTION CONTRACTS

LAST RECORD
IDENTIFICATION:
10,111 (1985)

OMI

**Oregon Micro-Imaging, Inc.**

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

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Starting File 10,077 (1985)
Ending File 10,111 (1985)

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City State

Camera Operator Deanna J Olsen

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# OF

# ROLL